

December 14, 2018

Mrs. Barcy McNeal Commission Secretary The Public Utilities Commission of Ohio 180 East Broad Street Columbus, OH 43215

SUBJECT: Case Nos. 18-1818-EL-RDR 89-6001-EL-TRF

Dear Mrs. McNeal:

FirstEnergy

In response to and compliance with the Orders of August 25, 2010, July 18, 2012, July 1, 2015 and March 31, 2016 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR and 14-1297-EL-SSO respectively, please file the attached tariff pages on behalf of The Cleveland Electric Illuminating Company. These tariff pages reflect changes to Rider NMB and its associated pages, which are being provided as part of the audit application for Rider NMB.

By filing these tariffs, The Cleveland Electric Illuminating Company is not relinquishing or otherwise diminishing its right to withdraw the ESP IV as permitted under R.C. 4928.143.

Please file one copy of the tariffs in Case Nos. 18-1818-EL-RDR and 89-6001-EL-TRF, and two copies to the Staff. Thank you.

Sincerely,

Santino L. Farelli

Santino L. Fanelli Director, Rates & Regulatory Affairs

Enclosures

BEFORE THE PUBLIC UTILITIES COMMISSION OF OHIO

)

)

)

)

)

In the Matter of the Review of the Non-Market-Based Services Rider Contained in the Tariffs of Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company

Case No. 18-1818-EL-RDR

NON-MARKET-BASED SERVICES RIDER (RIDER NMB) REPORT IN SUPPORT OF STAFF'S 2019 ANNUAL REVIEW SUBMITTED BY OHIO EDISON COMPANY, THE CLEVELAND ELECTRIC ILLUMINATING COMPANY AND THE TOLEDO EDISON COMPANY

/s/ Robert M. Endris

Robert M. Endris (#0089886) FIRSTENERGY SERVICE COMPANY 76 South Main Street Akron, OH 44308 (330) 384-5728 (330) 384-3875 (fax) rendris@firstenergycorp.com

Attorney for Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company In its Order in Case No. 12-1230-EL-SSO ("Order"), the Commission clarified that the Ohio Edison Company, The Cleveland Electric Illuminating Company ("CEI") and The Toledo Edison Company (collectively, "Companies") should file annually an application, in a separate docket, for a review of certain riders approved in that proceeding. Further, in its Order in Case No. 15-0648-EL-RDR, the Commission specified that the Companies should make their filings for Rider NMB no later than January 15 of each year with rates to be effective no later than 75 days following the filing of the application. Pursuant to these prior Orders, the Companies hereby submit this Report on the Companies' Rider NMB for the twelve-month period beginning March 1, 2019.

In accordance with the Commission's Orders in Case No. 10-388-EL-SSO, Case Nos. 12-1230-EL-SSO, 13-812-EL-RDR, 15-0648-EL-RDR, 14-1297-EL-SSO, the Companies submit the following Exhibits:

- Exhibit A: Rider NMB Rate Design (Tariff Effective March 1, 2019)
- Exhibit B: Rider NMB Deferral Worksheet (Actual Costs and Revenues through November 30, 2018)
- Exhibit C: Rider NMB Estimated (Over) Under Collection as of February 28, 2019
- Exhibit D: Rider NMB Tariff Sheets Effective March 1, 2019

Now Therefore, having complied with the Commission's Orders, the Companies await further direction from the Staff on how it wishes to proceed with the annual review of Rider NMB.

Respectfully submitted,

<u>/s/ Robert M. Endris</u> Robert M. Endris (#0089886) FIRSTENERGY SERVICE COMPANY 76 South Main Street Akron, OH 44308 (330) 384-5728 (330) 384-3875 (fax) rendris@firstenergycorp.com

Attorney for Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company

RATE CALCULATION FOR RIDER NMB (March 2019 - February 2020)

| | | | Total | | | | | |
|--|------------------------------------|---|--|---|---|-------------------------|--------------------------------------|--|
| | | 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 Rates (G) = (E) / (F) |
| Revenue Requirement (Before CAT Tax) 12 months ending Feb-20 (A) \$ 326,996,376 | RS GS GP GSU GT TRF | 43.37% 33.37% 10.65% 2.89% 9.66% 0.04% | | | | | kWh kW kW kVa kVa kWh | \$ 0.015862 per kV \$ 4.6229 per kV \$ 5.4296 per kV \$ 4.4695 per kV \$ 4.6256 per kV \$ 0.015977 per kV |
| | LLUMINATING | COMPANY | | | | | | |
| Revenue Requirement | | Demand Allocators (B) | Total Allocated Balance (C) = (A) * (B) | CAT Tax (D) = (C) * 0.26% / (1-0.26%) | Revenue Requirement (E) = (C) + (D) | Billing Units (F) | _ | NMB Rates (G) = (E) / (F) |
| (Before CAT Tax) 12 months ending Feb-20 (A) \$ 244,028,066 | RS GS GP GSU GT TRF | 33.85% 41.59% 2.08% 17.47% 4.96% 0.07% | | | | | kWh kW kW kW kVa kWh | \$ 0.015233 per k\ \$ 5.0515 per k\ \$ 7.6183 per k\ \$ 5.7001 per k\ \$ 2.8631 per k\ \$ 0.012370 per k\ |
| OLEDO EDISON | | | | | | | | |
| | | Demand Allocators (B) | Total Allocated Balance (C) = (A) * (B) | CAT Tax (D) = (C) * 0.26% / (1-0.26%) | Revenue Requirement (E) = (C) + (D) | Billing Units (F) | _ | NMB Rates (G) = (E) / (F) |
| Revenue Requirement (Before CAT Tax) 12 months ending Feb-20 (A) | C RS GS GP GSU GT | 29.00% 24.03% 13.66% 0.83% 32.47% | | | | | kWh kW kW kVa kVa | \$ 0.014607 per k\ \$ 4.4120 per k\ \$ 6.3943 per k\ \$ 5.5572 per k\ \$ 4.8367 per k\ |

Note(s):

1 - Column (A): See Exhibit A, Page 3 of 6, line no. 71-73

2 - Column (B): See Exhibit A, Page 2 of 6, column (G)

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

DEMAND ALLOCATORS EXCLUDING EXPECTED PILOT PARTICIPANTS

| LINE NO. | RATE CODE / COMPANY (A) | JUNE PEAK kW (B) | JULY PEAK kW (C) | AUGUST PEAK kW (D) | SEPTEMBER PEAK kW (E) | AVERAGE PEAK kW (F)=SUM(B:E)/4 | DEMAND ALLOCATION FACTORS (G) |
|----------|-------------------------------|---------------------------|---------------------------|-----------------------------|--------------------------------|---|--|
| 2 | OE | | | | | | |
| 3 | RS | | | | | | 43.37% |
| 4 | GS | | | | | | 33.37% |
| 5 | GP | | | | | | 10.65% |
| 6 | GSU | | | | | | 2.89% |
| 7 | GT | | | | | | 9.66% |
| 8 | Lighting* | | | | | | 0.04% |
| 9 | TOTAL | | | | | | 100.00% |
| 10 | | | | | | | |
| 11 | CEI | | | | | | |
| 12 | RS | | | | | | 33.85% |
| 13 | GS | | | | | | 41.59% |
| 14 | GP | | | | | | 2.08% |
| 15 | GSU | | | | | | 17.47% |
| 16 | GT | | | | | | 4.96% |
| 17 | Lighting* | | | | | | 0.07% |
| 18 | TOTAL | | | | | | 100.00% |
| 19 | | | | | | | |
| 20 | TE | | | | | | |
| 21 | RS | | | | | | 29.00% |
| 22 | GS | | | | | | 24.03% |
| 23 | GP | | | | | | 13.66% |
| 24 | GSU | | | | | | 0.83% |
| 25 | GT | | | | | | 32.47% |
| 26 | Lighting* | | | | | | 0.02% |
| 27 | TOTAL | | | | | | 100.00% |
| | | | | | | | |

Note(s):

1 - * Solely TRF contributes to the coincident peak

2 - Demand Allocation Factors based on 2018 Coincident Peaks Net of Pilot Participants

Estimated Rider NMB Expenses Excluding Expected Pilot Participants (March 2019 - February 2020)

| Line | e | Company | G/L Account | <u>Mar-19</u> | Apr-19 | <u>May-19</u> | <u>Jun-19</u> | <u>Jul-19</u> | Aug-19 | Sep-19 | Oct-19 | <u>Nov-19</u> | Dec-19 | Jan-20 | Feb-20 | Total |
|----------|---------------------|-------------|------------------|---------------|--------|---------------|---------------|---------------|--------|--------|--------|---------------|--------|--------|-----------------|----------------------------|
| 1 | PJM Network Service | OE | 507003 | | · | | | | - | · | | | | | | |
| 2 3 | | CE TE | 507003 507003 | | | | | | | | | | | | | |
| 4 | | Total | 507003 | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | |
| 6 | | OE | 507105 | | | | | | | | | | | | | |
| 7 | | CE TE | 507105 507105 | | | | | | | | | | | | | |
| 8 9 | | Total | 307103 | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | |
| 11 | | OE | 507502 | | | | | | | | | | | | | |
| 12 13 | | CE TE | 507502 507502 | | | | | | | | | | | | | |
| 14 | | Total | 307302 | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | |
| | Non-Legacy RTEP | OE | 507509 | | | | | | | | | | | | | |
| 17 | | CE TE | 507509 | | | | | | | | | | | | | |
| 18 19 | | Total | 507509 | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | |
| 21 | Legacy RTEP | OE | 507510 | | | | | | | | | | | | | |
| 22 23 | Expenses | CE TE | 507510 507510 | | | | | | | | | | | | | |
| 23 24 | | Total | 507510 | | | | | | | | | | | | | |
| 25 | | i otai | | | | | | | | | | | | | | |
| 26 | | OE | 507007 | | | | | | | | | | | | | |
| 27 | | CE TE | 507007 | | | | | | | | | | | | | |
| 28 29 | | Total | 507007 | | | | | | | | | | | | | |
| 30 | | Total | | | | | | | | | | | | | | |
| 31 | | OE | 506510 | | | | | | | | | | | | | |
| 32 | | CE | 506510 | | | | | | | | | | | | | |
| 33 34 | | TE Total | 506510 | | | | | | | | | | | | | |
| 35 | | Total | | | | | | | | | | | | | | |
| 36 | Meter Correction | OE | 506012 | | | | | | | | | | | | | |
| 37 | | CE | 506012 | | | | | | | | | | | | | |
| 38 39 | | TE Total | 506012 | | | | | | | | | | | | | |
| 40 | | Total | | | | | | | | | | | | | | |
| 41 | Emergency Energy | OE | 506013 | | | | | | | | | | | | | |
| 42 | | CE | 506013 | | | | | | | | | | | | | |
| 43 44 | | TE Total | 506013 | | | | | | | | | | | | | |
| 45 | | Total | | | | | | | | | | | | | | |
| 46 | | OE | 507008 | | | | | | | | | | | | | |
| 47 | | CE | 507008 | | | | | | | | | | | | | |
| 48 49 | | TE Total | 507008 | | | | | | | | | | | | | |
| 50 | | Total | | | | | | | | | | | | | | |
| 51 | | OE | 570039 | | | | | | | | | | | | | |
| 52 | | CE | 570039 | | | | | | | | | | | | | |
| 53 54 | | TE Total | 570039 | | | | | | | | | | | | | |
| 55 | | i otai | | | | | | | | | | | | | | |
| 56 | | OE | | | | | | | | | | | | | | |
| 57 | | CE | | | | | | | | | | | | | | |
| 58 59 | | TE Total | | | | | | | | | | | | | | |
| 60 | | i otai | | | | | | | | | | | | | | |
| 61 | | OE | | | | | | | | | | | | | | |
| 62 | | CE TE | | | | | | | | | | | | | | |
| 63 64 | | Total | | | | | | | | | | | | | | |
| 65 | | | - | | | | | | | | | | | | | |
| 66 | | OE | | | | | | | | | | | | | \$ | 1,466,597 |
| 67 | | CE | | | | | | | | | | | | | \$ | (3,529,925) |
| 68 69 | | TE Total | | | | | | | | | | | | | <u>\$</u> \$ | (3,858,883) (5,922,210) |
| 70 | | | | | | | | | | | | | | | Ŷ | (-,0,_ 10) |
| 71 | Rider NMB Revenue | OE | | | | | | | | | | | | | | 326,996,376 |
| 72 | | CE TE | | | | | | | | | | | | | \$ | 244,028,066 125,245,873 |
| 73 74 | CAT Tax) | Total | | | | | | | | | | | | | \$ | 696,270,315 |
| . 4 | | | | | | | | | | | | | | | Ý | |

Exhibit A Page 3 of 6

| Case No. 18-1818-EL-RDR |
|---|
| Ohio Edison Company |
| The Cleveland Electric Illuminating Company |
| The Toledo Edison Company |

| 1 | OHIO EDISON |
|----|--|
| 2 | |
| 3 | 6 , |
| 4 | Actual Legacy RTEP Costs through Nov. 2018 |
| 5 | |
| | Total Legacy RTEP costs incurred |
| | Legacy RTEP costs refunded to the Companies by PJM |
| | Remaining Legacy RTEP costs to be recovered in Rider NMB |
| | Interest Rate |
| | Months |
| | Monthly Amortization |
| | Annual Amortization |
| 13 | |
| 14 | |
| | CLEVELAND ELECTRIC ILLUMINATING COMPANY |
| 16 | |
| | Legacy RTEP costs incurred |
| 18 | |
| 19 | |
| | Total Legacy RTEP costs incurred |
| 21 | Legacy RTEP costs refunded to the Companies by PJM |
| | Remaining Legacy RTEP costs to be recovered in Rider NMB |
| | Interest Rate |
| | Months |
| | Monthly Amortization |
| | Annual Amortization |
| 27 | |
| 28 | |
| | TOLEDO EDISON |
| 30 | |
| 31 | Legacy RTEP costs incurred |
| 32 | Actual Legacy RTEP Costs through Nov. 2018 |
| 33 | 0, |
| 34 | Total Legacy RTEP costs incurred |
| | Legacy RTEP costs refunded to the Companies by PJM |
| | Remaining Legacy RTEP costs to be recovered in Rider NMB |
| | Interest Rate |
| | Months |
| | Monthly Amortization |
| | Annual Amortization |
| 41 | |

Note(s):

1 - The May 31, 2018 FERC Order approving the settlement in the Opinion No. 494 matter, resulted in the ATSI zone avoiding responsibility for payment of Legacy RTEP Costs on a load ratio share basis such that Ohio retail customers of the Companies avoid at least \$360M of Legacy RTEP Costs. Consistent with the Second Supplemental Stipulation (Paragraph 6, Page 5) in Case No. 10-388-EL-SSO as approved by the PUCO, all obligations to not seek recovery through retail rates from Ohio retail customers of Legacy RTEP costs have been satisfied.

2 - Excludes Legacy RTEP costs attributable to Rider NMB Opt-Out Pilot Program Participants

3 - (Lines 7, 21 and 35) Pursuant to the FERC Order on 494 Remand

4 - (Lines 9, 23 and 37) Interest rate as authorized in Case No. 15-648-EL-RDR

Exhibit A Page 4 of 6

Exhibit A

Page 5 of 6

Forecasted Billing Units (March 2019 - February 2020)

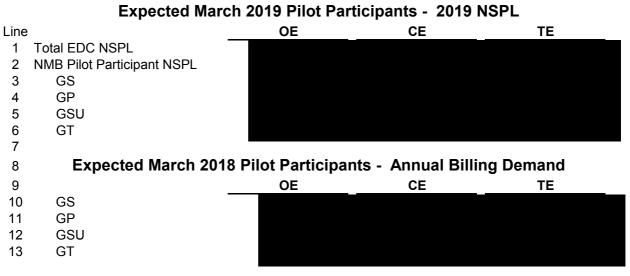
| | | <u>Billing Units</u> | |
|-----|-------------------------------------|----------------------|--------------------------------------|
| OE | RS GS GP GSU GT LTG* | | kWh kW kW kVa kVa kWh |
| CEI | RS GS GP GSU GT LTG* | | kWh kW kW kW kVa kWh |
| TE | RS GS GP GSU GT LTG* | | kWh kW kW kVa kVa kWh |

Note(s):

1 - Source: Forecast as of December 2018 including Pilot Participants

2 - * LTG includes Traffic Lighting only

Rider NMB Opt-Out Pilot Program Participants



Note(s):

1 - Line 1: Allocated 2019 Ohio Retail NSPL in hourly kW

2 - Lines 3-6: 2019 NSPL in hourly kW values for Rider NMB Opt-Out Pilot Program Participants

3 - Lines 10-13: Est. Annual billing demand for Rider NMB Opt-Out Pilot Program Participants

Case No. 18-1818-EL-RDR - Exhibit B

| | | | Compute | Deferred Nor | n-Market Base | ISON COMPA ed Service Rider Ended Decem | r (NMB) - De | ferring Began | 6/1/2011 | | | | | |
|---|--|-------------------------|---|--|--|---|---|---|--|---|--|-----------------------------------|---|--|
| e Description | Source | Prior period Balance | Jan 2018 | Feb 2018 | Mar 2018 | Apr 2018 | May 2018 | Jun 2018 | Jul 2018 | Aug 2018 | Sep 2018 | Oct 2018 | Nov 2018 | YTD 2018 |
| Revenues - Start 6/1/2011 | | | | | | | | | | | | | | |
| Non-Market Based Rider (NMB) Revenues Prior Period NMB Revenue Adjustment | Sales Report | | \$ 24,385,123.10 | \$ 21,418,143.90 | \$ 24,670,622.92 | \$ 22,313,904.52 | \$ 22,800,865.00 | \$ 25,178,877.72 | \$ 28,508,988.22 | \$ 27,501,091.32 | \$ 25,768,522.43 | \$ 24,155,129.53 \$ - | 23,946,909.52 | \$ 270,648,178.18 |
| Total Adjusted NMB Revenues | L1 + L2 | | \$ 24,385,123.10 | \$ 21,418,143.90 | \$ 24,670,622.92 | \$ 22,313,904.52 | \$ 22,800,865.00 | \$ 25,178,877.72 | \$ 28,508,988.22 | \$ 27,501,091.32 | \$ 25,768,522.43 | \$ 24,155,129.53 \$ | 23,946,909.52 | \$ 270,648,178.18 |
| CAT Tax CAT Amount Prior Period CAT Adjustment | Tax L3 x L4 | | 0.2600% 63,401.32 | 0.2600% 55,687.17 | 0.2600% 64,143.62 | 0.2600% 58,016.15 | 0.2600% 59,282.25 | 0.2600% 65,465.08 | 0.2600% 74,123.37 | 0.2600% 71,502.84 | 0.2600% 66,998.16 | 0.2600% 62,803.34 | 0.2600% 62,261.96 | 703,685.26 |
| Total Adjusted CAT Amount | L5 + L6 | | 63,401.32 | 55,687.17 | 64,143.62 | 58,016.15 | 59,282.25 | 65,465.08 | 74,123.37 | 71,502.84 | 66,998.16 | 62,803.34 | 62,261.96 | 703,685.26 |
| NMB Revenues Excluding CAT | L3 - L7 | | \$ 24,321,721.78 | \$ 21,362,456.73 | \$ 24,606,479.30 | \$ 22,255,888.37 | \$ 22,741,582.75 | \$ 25,113,412.64 | \$ 28,434,864.85 | \$ 27,429,588.48 | \$ 25,701,524.27 | \$ 24,092,326.19 \$ | 23,884,647.56 | \$ 269,944,492.92 |
| Network Integration Transmission Service (NITS) & Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs | | | | | | | | | | | | | | |
| NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | |
| NITS Expenses Load Reconciliation for Reactive Services/Sch. 2 Load Reconciliation for Reactive Services/Sch. 2 | 507003 507101 507105 | | \$ 21,595,888.27 693,630.10 | \$ 19,530,959.91 334,483.64 | \$ 21,393,319.92 856,046.29 | \$ 20,624,867.13 685,920.67 | \$ 21,290,010.34 681,711.33 | \$ 20,553,800.57 674,079.41 | \$ 19,192,784.25 674,809.36 | \$ 23,452,818.33 683,954.49 | \$ 21,192,545.32 694,048.22 | \$ 21,457,973.59 \$ 673,855.49 | 20,765,032.51 | \$ 231,050,000.14 |
| Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | 507502 | | 204,833.25 | 254,724.67 | 150,507.63 | 204,705.57 | 146,850.99 | 198,121.59 | 206,421.28 | 241,570.00 | 216,747.85 | 166,389.91 | 193,855.19 | 2,184,727.93 |
| Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses | 507513 | | | | | | | | | | | | | |
| PJM Integration Expenses MISO Exit Fee Expenses Legacy Regional Transmission Expansion Plan (RTEP) | 507514 507515 | | - | - | - | - | - | - | - | - | - | - | - | - |
| Expenses Non-Legacy RTEP Expenses Generation Deactivation Charges Meter Correction Emergency Energy Balancing Operating Reserves, Balancing Operating Planning Period Congestion Uplift | 507510 507509 507007 506012 506013 507008 570039 | | 979,842.51 14,406.06 4,196.34 1,208,728.63 | 2,070,048.23 14,884.54 23,143.80 (6,923.12) | 1,492,178.52 (2,597.44) (156,781.26) | 1,512,258.69 17,676.63 75,690.89 | 856,919.70 14,181.93 100,760.19 206,421.62 | 1,652,064.41 12,111.17 (9,086.18) 735,485.03 | 1,074,076.03 5,521.17 301.46 - 94,318.48 | 1,040,612.20 16,020.78 5,527.23 172,158.94 | 1,038,328.58 12,807.06 (14,320.89) 279,981.59 | (229,850.74) | 1,226,217.97 12,243.89 6,718.40 121,272.99 | 14,295,310.94 130,810.73 26,511.48 2,830,817.35 |
| PJM Customer Default | 506510 | | - | - | - | - | - | - | - | 122,314.41 | 106.50 | 20,167.29 | 26,706.09 | 169,294.29 |
| Total NITS & Other FERC/RTO Expenses Prior Period NITS & Other FERC/RTO Expense | SUM (L9- L24) | | \$ 26,337,572.06 | \$ 22,780,709.94 | \$ 24,949,012.45 | \$ 24,332,598.48 | \$ 24,614,833.08 | \$ (12,600,533.01) | \$ 19,867,883.61 | \$ 10,114,293.01 | \$ 23,946,765.82 | \$ 23,8/2,/2/.32 \$ | 23,363,116.94 | \$ 211,578,979.70 |
| Adjustments: NITS Expenses Load Reconciliation for Reactive Services/Sch. 2 | | | | | | | | | | | | | | \$ - - |
| 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 Planning Period Congestion Uplift PJM Customer Default | | | | - | - | - | - | - | - | - | - | - | - | - |
| Total Prior Period NITS & Other FERC/RTO | | | | • | | | | | | | | | | - |
| Expense Adjustments | SUM (L26- L40) | | \$ - | \$ - | \$ - | \$ - | s - | s - | \$ - | s - | s - | <u>s</u> - s | - | <u>\$</u> |

| Lase No. 18-1818-EL-KDR - Exhibit B | | | | | OHIO FDI | SON COMP | ANV (OF) | | | | | | | CONFIDENTIA |
|---|--|--|---|---|---|--|---|--|--|--|--|--|--|---------------------|
| | | | Compute | Deferred Nor | | | () | ferring Began 6 | 5/1/2011 | | | | | |
| | | | Comput | Deletted 100 | For the Year | | | lerring began t | | | | | | |
| | | | | | CONFIDE | | , | | | | | | | |
| ine | 0 | Prior period | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | YTD |
| No. Description Adjusted NITS & Other FERC/RTO Expenses: | Source | Balance | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 |
| 42 NITS Expenses | L9 + L26 | | \$ 21,595,888,27 | \$ 19,530,959.91 | \$ 21,393,319.92 | \$ 20.624.867.13 | \$ 21.290.010.34 | \$ 20.553.800.57 \$ | 5 19,192,784.25 | \$ 23,452,818.33 | \$ 21,192,545.32 | \$ 21,457,973.59 \$ | 20,765,032.51 | \$ 231.050.000.1 |
| 43 Load Reconciliation for Reactive Services/Sch. 2 | L10 + L11 + L27 | | 693,630.10 | 334,483.64 | 856,046.29 | 685,920.67 | 681,711.33 | 674,079.41 | 674,809.36 | 683,954.49 | 694,048.22 | 673,855.49 | 690,220.25 | 7,342,759.2 |
| Load Reconciliation for Transmission Owner Scheduling, | | | | | | | | | | | | | | |
| 44 System Control & Dispatch Service/Sch. 1 | L12 + L28 | | 204,833.25 | 254,724.67 | 150,507.63 | 204,705.57 | 146,850.99 | 198,121.59 | 206,421.28 | 241,570.00 | 216,747.85 | 166,389.91 | 193,855.19 | 2,184,727.9 |
| 45 MTEP Expenses | L13 + L29 | | - | - | - | - | - | | - | - | - | - | - | - |
| 46 PJM Integration Expenses | L14 + L30 | | | | | | | | | | | | | |
| 47 MISO Exit Fee Expenses | L15 + L31 | | | | | | | | | | | | | |
| 48 Legacy RTEP Expenses | L16 + L32 | | | | | | | | | | | | | |
| 49 Non-Legacy RTEP Expenses | L17 + L33 | | 979,842.51 | 2,070,048.23 | 1,492,178.52 | 1,512,258.69 | 856,919.70 | 1,652,064.41 | 1,074,076.03 | 1,040,612.20 | 1,038,328.58 | 1,352,764.10 | 1,226,217.97 | 14,295,310. |
| 50 Generation Deactivation Charges | L18 + L34 | | 14,406.06 | 14,884.54 | (2,597.44) | 17,676.63 | 14,181.93 | 12,111.17 | 5,521.17 | 16,020.78 | 12,807.06 | 13,554.94 | 12,243.89 | 130,810.7 |
| 51 Meter Correction | L19 + L35 | | 4,196.34 | 23,143.80 | (156,781.26) | 75,690.89 | 100,760.19 | (9,086.18) | 301.46 | 5,527.23 | (14,320.89) | (9,638.50) | 6,718.40 | 26,511.4 |
| 52 Emergency Energy | L20 + L36 | | - | - | - | - | - | - | - | - | - | - | - | - |
| 53 Balancing Operating Reserves, Balancing Operating 54 Planning Period Congestion Uplift | L21 + L37 L22 + L38 | | 1,208,728.63 | (6,923.12) | 111,414.35 | 137,809.58 | 206,421.62 | 735,485.03 | 94,318.48 | 172,158.94 | 279,981.59 | (229,850.74) | 121,272.99 | 2,830,817.3 |
| 55 PJM Customer Default | L22 + L38 L23 + L39 | | - | - | - | - | - | - | - | 122,314.41 | 106.50 | 20,167.29 | 26,706.09 | 169,294.2 |
| 56 Fini Customer Delaun | L23 + L39 | | | - | - | - | - | - | - | 122,314.41 | 106.50 | 20,167.29 | 20,700.09 | 169,294.2 |
| Total Adjusted NITE & Other FEBC/BTO | | | ├ ─── | | | | | | | | | | | |
| 57 Expenses | SUM (L42- L56) | | \$ 26337572.06 | \$ 22 780 709 94 | \$ 24 949 012 45 | \$ 24 332 598 48 | \$ 24 614 833 08 | \$ (12,600,533,01) | 19 867 883 61 | \$ 10 114 293 01 | \$ 23.946.765.82 | \$ 23,872,727.32 \$ | 23 363 116 94 | \$ 211,578,979.3 |
| Expenses | 5611 (212 250) | | \$ 20,557,572.00 | \$ 22,700,707.74 | \$ 24,747,012.45 | \$ 24,552,570.40 | \$ 24,014,055.00 | \$ (12,000,555.01) | 17,007,005.01 | 5 10,114,275.01 | \$ 25,740,705.02 | 5 25,612,121.52 5 | 25,505,110.74 | \$ 211,576,777. |
| FERC/RTO Expenses Not Deferred: | | | | | | | | | | | | | | |
| 58 PJM Integration Expenses | L46 | | | | | | | | | | | | | |
| 59 MISO Exit Fee Expenses | L47 | | | | | | | | | | | | | |
| 60 Legacy RTEP Expenses | L48 | | | | | | | | | | | | | |
| 61 Total Non-Deferred Expenses | SUM (L58- L60) | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 62 Cumulative Legacy RTEP Expenses (Only) | L60 + Prev L62 | | | | | | | | | | | | | |
| Recoverable NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | |
| Total Adjusted Rider NMB Monthly Recoverable | | | | | | | | | | | | | | |
| Expenses | L57 - L61 | | \$ 24,701,525.16 | \$ 22,221,321.67 | \$ 23,844,088.01 | \$ 23,258,929.16 | \$ 23,296,856.10 | \$ 23,816,576.00 \$ | 5 21,248,232.03 | \$ 25,734,976.38 | \$ 23,420,244.23 | \$ 23,445,216.08 \$ | 23,042,267.29 | \$ 258,030,232.1 |
| 64 Monthly NET NMB Principal Balance | L63 - L8 | | \$ 379,803.38 | \$ 858,864.94 | \$ (762,391.29) | \$ 1,003,040.79 | \$ 555,273.35 | \$ (1,296,836.64) \$ | 6 (7,186,632.82) | \$ (1,694,612.10) | \$ (2,281,280.04) | \$ (647,110.11) \$ | (842,380.27) | \$ (11,914,260.8 |
| Calculate Interest | | | | | | | | | | | | | | |
| 65 Balance Subject to Interest | L64 /2 + Prev L75 | | \$ 1744690221 | \$ 18 161 321 99 | \$ 18 308 538 02 | \$ 18 528 644 30 | \$ 1940878248 | \$ 19,143,778.69 | 5 15 006 377 55 | \$ 10 647 539 85 | \$ 871762287 | \$ 7,300,938.84 \$ | 6,595,983.77 | |
| - | | | | • ••••••• | | | • | ,, | | | • •,• • •,• • • • | - ,,, | | |
| 66 Prior Period Interest Adjustment | | | | - | | | - | - | - | | | - | - | |
| 67 Bal. Subject to Interest after Prior Period Adj. | L65 + L66 | | \$ 17,446,902,21 | \$ 18,161,321.99 | \$ 18 308 538 02 | \$ 18,528,644.30 | \$ 19,408,782.48 | \$ 19,143,778.69 | 5 15,006,377.55 | \$ 10,647,539.85 | \$ 8,717,622.87 | \$ 7,300,938.84 \$ | 6,595,983.77 | |
| | 105 - 100 | | , ., . | | , | | | | | | | | | |
| 58 Starting 7/1/15. Cost of long-term debt approved in Case | | | | 6.540% | | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | |
| | | | 6.540% 0.545% | 6.540% 0.545% | 6.540% 0.545% | 6.540% 0.545% | 6.540% 0.545% | 6.540% 0.545% | 6.540% 0.545% | 6.540% 0.545% | 6.540% 0.545% | 6.540% 0.545% | 6.540% 0.545% | |
| 59 Monthly Embedded Cost to Long-Term Debt | N 07-551-EL-AIR | | 6.540% 0.545% | | 6.540% 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | \$ 868,002. |
| 9 Monthly Embedded Cost to Long-Term Debt 0 Monthly NMB Interest | N 07-551-EL-AIR L68 / 12 | | 6.540% 0.545% | 0.545% | 6.540% 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | \$ 868,002. |
| Monthly Embedded Cost to Long-Term Debt Monthly NMB Interest Prior Period Principal Balance Adj. | N 07-551-EL-AIR L68 / 12 L67 x L69 G/A | | 6.540% 0.545% \$ 95,085.62 \$ - | 0.545% \$ 98,979.20 \$ - | 6.540% 0.545% \$ 99,781.53 \$ - | 0.545% \$ 100,981.11 \$ - | 0.545% \$ 105,777.86 \$ - | 0.545% \$ 104,333.59 \$ \$ - \$ | 0.545% 6 81,784.76 | 0.545% \$ 58,029.09 \$ - | 0.545% \$ 47,511.04 \$ - | 0.545% \$ 39,790.12 \$ \$ - \$ | 0.545% 35,948.11 | \$ 868,002.0 |
| Monthly Embedded Cost to Long-Term Debt Monthly NMB Interest Prior Period Principal Balance Adj. Monthly NMB Principal & Interest | N 07-551-EL-AIR L68 / 12 L67 x L69 G/A L70 + L71 | | 6.540% 0.545% \$ 95,085.62 \$ - \$ 474,889.00 | 0.545% 98,979.20 <u>-</u> 957,844.14 | 6.540% 0.545% \$ 99,781.53 \$ - \$ (662,609.76) | 0.545% <u>100,981.11</u> <u>-</u> 1,104,021.90 | 0.545% \$ 105,777.86 \$ - \$ 661,051.21 | \$ 0.545% \$ 104,333.59 \$ - \$ \$ (1,192,503.05) \$ | 0.545% 81,784.76 - 5 (7,104,848.06) | 0.545% 58,029.09 - (1,636,583.01) | 0.545% <u>\$</u> 47,511.04 <u>\$</u> - <u>\$</u> (2,233,769.00) | \$ 0.545% \$ 39,790.12 \$ \$ - \$ \$ (607,319.99) \$ | 0.545% 35,948.11 - (806,432.16) | \$ 868,002.0 |
| Monthly Embedded Cost to Long-Term Debt Monthly NMB Interest Prior Period Principal Balance Adj. Monthly NMB Principal & Interest Cumulative NMB Principal Balance | N 07-551-EL-AIR L68 / 12 L67 x L69 G/A L70 + L71 L64 + Prev L73 | \$ 16,155,544.43 1 101.456.00 | 6.540% 0.545% \$ 95,085.62 \$ - \$ 474,889.00 \$ 16,535,347.81 | \$ 0.545% \$ 98,979.20 \$ - \$ 957,844.14 \$ 17,394,212.75 | 6.540% 0.545% \$ 99,781.53 \$ - \$ (662,609.76) \$ 16,631,821.46 | 0.545% 00.981.11 - 1,104,021.90 17,634,862.25 | 0.545% 0.545% 0.5777.86 0.5777.86 0.5777.86 0.5777.86 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.5777.86 0.545% 0.5777.86 0.545% 0.5777.86 0.545% 0.55% | 0.545% <u>\$ 104,333.59</u> <u>\$ - 5</u> <u>\$ (1,192,503.05)</u> <u>\$ 16,893,298.96</u> <u>\$ 16,893,298.96</u> <u>16,893,298.96</u> <u>17,995,298.96</u> <u>5 16,995,298.96</u> <u>5 16,995,296</u> <u>5 16,995,296</u> <u>5 16,995,296</u> <u>5 16,995,296</u> <u>5 16,995,296</u> <u>5 16,995,296</u> <u>5 16,995,296</u> <u>5 16,995,296</u> <u>5 16,995,296</u> <u>5 16,995,</u> | 0.545% 5 81,784.76 5 - 5 (7,104,848.06) 5 9,706,666.14 | 0.545% 0.545% 0.58,029.09 0.58,029.09 0.58,029.09 0.58,029.09 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.58,029.09 0.58,029 0.58,029.09 0.58,029 0.58,029 0.58,029 0.58,029 0.59,029 0.58 | 0.545% 0.545% 0.7511.04 0.7511 | 0.545% <u>39,790.12</u> <u>\$</u> <u>\$ - \$</u> <u>\$ (607,319.99)</u> <u>\$</u> <u>\$ 5,083,663.89</u> <u>\$</u> | 0.545% 35,948.11 - (806,432.16) 4,241,283.62 | <u>\$ 868,002.0</u> |
| Monthly Embedded Cost to Long-Term Debt Monthly NMB Interest Prior Period Principal Balance Adj. Monthly NMB Principal & Interest | N 07-551-EL-AIR L68 / 12 L67 x L69 G/A L70 + L71 | \$ 16,155,544.43 1,101,456.09 \$ 17,257,000 52 | 6.540% 0.545% \$ 95,085.62 \$ - \$ 474,889.00 \$ 16,535,347.81 1,196,541.71 | 0.545% 98,979.20 <u>\$</u> - <u>\$</u> 957,844.14 <u>\$</u> 17,394,212.75 1,295,520.91 | 6.540% 0.545% \$ 99,781.53 \$ \$ (662,609.76) \$ 16,631,821.46 1,395,302.44 | 0.545% \$ 100,981.11 \$ - \$ 1,104,021.90 \$ 17,634,862.25 1,496,283.55 | 0.545% 0.545% 0.5777.86 0.5777.86 0.5777.86 0.5777.86 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.545% 0.5777.86 0.545% 0.5777.86 0.5777.8777 0.57777.86 0.5777.8777.87777.8777 0.5777.87777.8777 0 | \$ 0.545% \$ 104,333.59 \$ - \$ \$ (1,192,503.05) \$ | 0.545% 81,784.76 6 - 6 (7,104,848.06) 6 9,706,666.14 1,788,179.76 | 0.545% 0.545% 0.58,029.09 0.58,029.09 0.58,029.09 0.58,029.09 0.58,029.09 0.58,029.09 0.545% 0.545% 0.545% 0.545% 0.545% 0.58,029.09 0.59,029.09 0.59,029 0.59, | 0.545% <u>\$</u> 47,511.04 <u>\$</u> - <u>\$</u> (2,233,769.00) | \$ 0.545% \$ 39,790.12 \$ \$ - \$ \$ (607,319.99) \$ | 0.545% 35,948.11 - (806,432.16) 4,241,283.62 1,969,458.12 | \$ 868,002. |

Case No. 18-1818-EL-RDR - Exhibit B

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI) Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011 For the Year Ended December 31, 2018

| ine | | | Prior Period | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | YTD |
|---|--|----------------------------|--------------|-----------------------------|---------------------------|-------------------------------|---------------------------|------------------------------|-------------------------------|------------------------|--------------------------|-------------------------------|---------------------------------|------------------------|----------------|
| No. | Description | Source | Balances | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 |
| Reve | nues - Start 6/1/2011 | | | | | | | | | | | | | | |
| Non-Market Based Prior Period NMB F | Rider (NMB) Revenues evenue Adjustment | Sales Report | | \$ 17,011,638.99 \$ - | 15,266,804.26 | \$ 18,418,675.82 | \$ 16,646,388.01 | \$ 17,309,046.16 | \$ 18,991,428.56 | \$ 21,310,094.03 | \$ 20,828,139.85 | \$ 19,660,853.36 | \$ 17,911,800.05 \$ - | 18,151,928.45 | \$ 201,506,7 |
| Total Adjusted NMI | 3 Revenues | L1 + L2 | | \$ 17,011,638.99 \$ | 15,266,804.26 | \$ 18,418,675.82 | \$ 16,646,388.01 | \$ 17,309,046.16 | \$ 18,991,428.56 | \$ 21,310,094.03 | \$ 20,828,139.85 | \$ 19,660,853.36 | \$ 17,911,800.05 \$ | 18,151,928.45 | \$ 201,506,7 |
| 4 CAT Tax 5 CAT Amount 6 Prior Period CAT A | djustment | Tax L3 x L4 | | 0.2600% 44,230.26 | 0.2600% 39,693.69 - | 0.2600% 47,888.56 | 0.2600% 43,280.61 | 0.2600% 45,003.52 | 0.2600% 49,377.71 | 0.2600% 55,406.24 | 0.2600% 54,153.16 | 0.2600% 51,118.22 | 0.2600% 46,570.68 | 0.2600% 47,195.01 | 523,9 |
| 7 Total Adjusted CAT | Amount | L5 + L6 | | 44,230.26 | 39,693.69 | 47,888.56 | 43,280.61 | 45,003.52 | 49,377.71 | 55,406.24 | 54,153.16 | 51,118.22 | 46,570.68 | 47,195.01 | 523,9 |
| 8 NMB Rev | enues Excluding CAT | L3 - L7 | | \$ 16,967,408.73 \$ | 15,227,110.57 | \$ 18,370,787.26 | \$ 16,603,107.40 | \$ 17,264,042.64 | \$ 18,942,050.85 | \$ 21,254,687.79 | \$ 20,773,986.69 | \$ 19,609,735.14 | \$ 17,865,229.37 \$ | 18,104,733.44 | \$ 200,982,8 |
| & Other Non- | on Transmission Service (NITS) Market Based FERC/Regional n Organization (RTO) Costs | | | | | | | | | | | | | | |
| 9 NITS Expenses | ther FERC/RTO Expenses: for Reactive Services/Sch. 2 | 507003 507101 | | \$ 16,063,188.63 \$ | 14,532,423.62 | \$ 16,063,202.09 | \$ 15,467,582.41 | \$ 15,937,881.70 | \$ 15,427,772.23 | \$ 14,410,890.50 | \$ 17,562,905.29 | \$ 15,820,369.66 | \$ 15,975,953.98 \$ | 15,460,210.51 | \$ 172,722,3 |
| 1 Load Reconciliation Load Reconciliation | for Reactive Services/Sch. 2 for Transmission Owner Scheduling, | 507105 | | 515,915.99 | 248,913.70 | 640,661.29 | 514,548.79 | 510,139.82 | 506,081.71 | 506,266.21 | 512,220.72 | 518,413.33 | 501,502.07 | 513,879.14 | 5,488,5 |
| ² System Control & E | ispatch Service/Sch. 1 | 507502 | | 158,871.09 | 188,640.15 | 116,948.34 | 154,297.02 | 115,607.99 | 153,885.36 | 160,695.11 | 178,070.74 | 168,708.92 | 136,794.35 | 143,726.81 | 1,676, |
| | nt Transmission System Operator, hission Expansion Plan (MTEP) | 507513 | | | | - | | - | | | - | | | | |
| | | 507514 507515 | | | | | | | | | | | | | |
| 7 Non-Legacy RTEP 8 Generation Deactiva | | 507510 507509 507007 | | 730,123.20 10,739.92 | 1,538,512.41 11,096.44 | 1,128,002.62 (1,955.52) | 1,128,202.98 13,153.92 | 642,484.24 10,730.17 | 1,235,291.89 9,066.18 | 823,937.56 4,133.01 | 765,396.43 12,039.59 | 776,296.11 9,591.71 | 1,007,659.77 10,133.30 | 911,147.26 9,136.04 | 10,687, 97, |
| Meter Correction Emergency Energy Balancing Operation | g Reserves, Balancing Operating | 506012 506013 507008 | | 2,367.14 - 696,284.57 | (32,885.89) | (91,165.19) - 66,327.10 | 43,400.43 | 57,627.54 - 118,173.22 | (4,452.20) - 453,185.95 | (1,588.03) | 350.64 - 57,243.35 | (6,198.22) - 146,269.91 | (4,391.91) - (112,665.33) | 3,354.27 | 12, |
| 2 Planning Period Co 3 PJM Customer Defa | agestion Uplift | 570039 506510 | | - | | - | - | - | | - | 91,896.17 | 139.32 | 14,475.06 | 20,795.09 | 1,545, |
| Total NIT | 5 & Other FERC/RTO Expenses | SUM (L9- L24) | | \$ 19,393,128.20 \$ | 16,917,382.94 | \$ 18,744,169.67 | \$ 18,209,489.28 | \$ 18,378,076.65 | \$ (9,592,619.53) | \$ 14,829,807.08 | \$ 6,880,566.24 | \$ 17,826,084.13 | \$ 17,847,478.08 \$ | 17,365,791.43 | \$ 156,672 |
| Prior Period NI | TS & Other FERC/RTO Expense | | | | | | | | | | | | | | |
| NITS Expenses Load Reconciliation | Adjustments: for Reactive Services/Sch. 2 | | | | | | | | | | | | | | \$ |
| | for Transmission Owner Scheduling, ispatch Service/Sch. 1 | | | | | | | | | | | | | | |
| MTEP Expenses PJM Integration Ex MISO Exit Fee Exp | benses | | | | | | | | | | | | | | |
| Legacy RTEP Exper Non-Legacy RTEP Generation Deactive | ises Expenses | | | | | | | | | | | | | | |
| Planning Period Co | | | | | | | | | | | | | | | |
| PJM Customer Defa | | | | - | - | - | - | - | - | - | | - | - | - | |
| | Period NITS & Other FERC/RTO diustments | SUM (L26- L40) | | s - s | | s - | s - | s . | \$ | ¢ . | | ¢ (| | | s |

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, 2018

| | | | | | CONFIDE | | | | | | | | | |
|--|-------------------|-----------------|------------------|---------------------|---------------------|---------------------|------------------|-------------------|---------------------|----------------|----------------------|------------------|----------------|-------------------|
| Line | | Prior Period | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | YTD |
| No. Description | Source | Balances | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 | 2018 |
| Adjusted NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | |
| 42 NITS Expenses | L9 + L26 | | \$ 16,063,188.63 | ,,, | | | | | | | \$ 15,820,369.66 \$ | | | \$ 172,722,380.62 |
| 43 Load Reconciliation for Reactive Services/Sch. 2 | L10 + L11 + L27 | | 515,915.99 | 248,913.70 | 640,661.29 | 514,548.79 | 510,139.82 | 506,081.71 | 506,266.21 | 512,220.72 | 518,413.33 | 501,502.07 | 513,879.14 | 5,488,542.77 |
| 44 Load Reconciliation for Transmission Owner Scheduling, | | | | | | | | | | | | | | |
| 44 System Control & Dispatch Service/Sch. 1 | L12 + L28 | | 158,871.09 | 188,640.15 | 116,948.34 | 154,297.02 | 115,607.99 | 153,885.36 | 160,695.11 | 178,070.74 | 168,708.92 | 136,794.35 | 143,726.81 | 1,676,245.88 |
| 45 MTEP Expenses | L13 + L29 | | - | - | - | - | - | - | - | - | - | - | - | |
| 46 PJM Integration Expenses | L14 + L30 | | | | | | | | | | | | | |
| 47 MISO Exit Fee Expenses | L15 + L31 | | | | | | | | | | | | | |
| 48 Legacy RTEP Expenses | L16 + L32 | | | | | | | | | | | | | |
| 49 Non-Legacy RTEP Expenses | L17 + L33 | | 730,123.20 | 1,538,512.41 | 1,128,002.62 | 1,128,202.98 | 642,484.24 | 1,235,291.89 | 823,937.56 | 765,396.43 | 776,296.11 | 1,007,659.77 | 911,147.26 | 10,687,054.47 |
| 50 Generation Deactivation Charges | L18 + L34 | | 10,739.92 | 11,096.44 | (1,955.52) | 13,153.92 | 10,730.17 | 9,066.18 | 4,133.01 | 12,039.59 | 9,591.71 | 10,133.30 | 9,136.04 | 97,864.76 |
| 51 Meter Correction | L19 + L35 | | 2,367.14 | 12,755.07 | (91,165.19) | 43,400.43 | 57,627.54 | (4,452.20) | (1,588.03) | 350.64 | (6,198.22) | (4,391.91) | 3,354.27 | 12,059.54 |
| 52 Emergency Energy 52 Balancias Occurring Balancias Occurring | L20 + L36 | | - | (22.005.00) | - | - | - | 452 105 05 | - | - | - | - | (2,002,40 | 1 5 42 222 00 |
| 53 Balancing Operating Reserves, Balancing Operating 54 Planning Period Congestion Uplift | L21 + L37 | | 696,284.57 | (32,885.89) | 66,327.10 | 76,633.03 | 118,173.22 | 453,185.95 | 12,763.69 | 57,243.35 | 146,269.91 | (112,665.33) | 62,003.48 | 1,543,333.08 |
| 54 Planning Period Congestion Oplift 55 PJM Customer Default | L22 + L38 | | | | | - | | | | - | - | - | 20 705 00 | 107 205 (4 |
| | L23 + L39 | | - | - | - | | - | - | - | 91,896.17 | 139.32 | 14,475.06 | 20,795.09 | 127,305.64 |
| 56 Total Adjusted NITS & Other FERC/RTO | | | | | | | | | | | | | | |
| 57 Total Adjusted NTTS & Other PERC/RTO Expenses | SUM (L42- L56) | | \$ 10 202 128 20 | 1601739204 | 18 744 160 67 S | 19 200 490 28 8 | 18 278 076 65 \$ | (0.502.610.52) \$ | 14 820 807 08 8 | 6 880 566 24 | \$ 17.826.084.13 \$ | 17 947 479 09 \$ | 17 265 701 42 | \$ 156,799,354,17 |
| Expenses | 5011 (212 250) | | \$ 19,393,128.20 | 3 10,717,382.74 | 5 16,744,109.07 3 | 0 10,207,407.20 3 | 18,578,070.05 \$ | (9,392,019.33) \$ | 5 14,829,807.08 3 | 0,880,500.24 | \$ 17,820,084.15 \$ | 17,847,478.08 \$ | 17,303,791.43 | \$ 150,799,554.17 |
| | | | | | | | | | | | | | | |
| FERC/RTO Expenses Not Deferred: | | | | | | | | | | | | | | |
| 58 PJM Integration Expenses | L46 | | | | | | | | | | | | | |
| 59 MISO Exit Fee Expenses | L47 | | | | | | | | | | | | | |
| 60 Legacy RTEP Expenses | L48 | | | | | | | | | | | | | |
| 61 Total Non-Deferred Expenses | SUM (L58- L60) | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 62 Cumulative Legacy RTEP Expenses (Only) | L60 + Prev L62 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Recoverable NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Total Adjusted Rider NMB Monthly Recoverable | | | | | | | | | | | | | | |
| Expenses | L57 - L61 | | \$ 18,177,490.54 | \$ 16,499,455.50 \$ | \$ 17,922,020.73 \$ | \$ 17,397,818.58 \$ | 17,392,644.68 \$ | 17,780,831.12 \$ | 5 15,917,098.05 \$ | 19,180,122.93 | \$ 17,433,590.74 \$ | 17,529,461.29 \$ | 17,124,252.60 | \$ 192,354,786.76 |
| | | | | | | | | | | | | | | |
| 64 Monthly NET NMB Principal Balance | L63 - L8 | | \$ 1,210,081.81 | \$ 1,272,344.93 \$ | \$ (448,766.53) \$ | \$ 794,711.18 \$ | 128,602.04 \$ | (1,161,219.73) \$ | 5 (5,337,589.74) \$ | (1,593,863.76) | \$ (2,176,144.40) \$ | (335,768.08) \$ | (980,480.84) | \$ (8,628,093.12) |
| Coloulate Internet | | | | | | | | | | | | | | |
| Calculate Interest | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 65 Balance Subject to Interest | L64 /2 + Prev L75 | | \$ 7,841,748.17 | \$ 9,125,699.07 \$ | \$ 9,587,223.33 \$ | \$ 9,812,446.02 \$ | 10,327,580.46 \$ | 9,867,556.93 \$ | 6 6,671,930.38 \$ | 3,242,565.65 | \$ 1,375,233.55 \$ | 126,772.33 \$ | (530,661.22) | |
| | | | | | | | | | | | | | | |
| 66 Prior Period Interest Adjustment | | | | - | - | - | - | - | - | - | - | - | - | |
| · · · · · · · · · · · · · · · · · · · | | | | | | | | | | | | | | |
| 67 Bal. Subject to Interest after Prior Period Adj. | L65 + L66 | | \$ 7,841,748.17 | \$ 9,125,699.07 | \$ 9,587,223.33 \$ | \$ 9,812,446.02 \$ | 10,327,580.46 \$ | 9,867,556.93 \$ | 6,671,930.38 \$ | 3,242,565.65 | \$ 1,375,233.55 \$ | 126,772.33 \$ | (530,661.22) | |
| | | | | | | | | | | | | | | |
| 68 Starting 7/1/15, Cost of long-term debt approved in Case N | | | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | |
| 69 Monthly Embedded Cost to Long-Term Debt | L68 / 12 | | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | |
| 70 Monthly NMB Interest | L67 x L69 | | \$ 42,737.53 | \$ 49,735.06 \$ | \$ 52,250.37 \$ | \$ 53,477.83 \$ | 56,285.31 \$ | 53,778.19 \$ | 36,362.02 \$ | 17,671.98 | \$ 7,495.02 \$ | 690.91 \$ | (2,892.10) | \$ 367,592.12 |
| | | | | | | | | | | | | | | - 7 |
| 71 Prior Period Principal Balance Adj. | G/A | | \$ - | <u>s - s</u> | <u>s - s</u> | <u>s - s</u> | - \$ | - \$ | - \$ | - | \$ - \$ | - \$ | - | |
| | | | | | | | | | | | | | | |
| 72 Monthly NMB Principal & Interest | L70 + L71 | | \$ 1,252,819.34 | \$ 1,322,079.99 | \$ (396,516.16) \$ | \$ 848,189.01 \$ | 184,887.35 \$ | (1,107,441.54) \$ | 5 (5,301,227.72) \$ | (1,576,191.78) | \$ (2,168,649.38) \$ | (335,077.17) \$ | (983,372.94) | |
| | | | | | | | | | | | | | | |
| 73 Cumulative NMB Principal Balance | | \$ 6,836,897.56 | \$ 8,046,979.37 | | | \$ 9,665,268.95 \$ | | 8,632,651.26 \$ | 3,295,061.52 \$ | 1,701,197.76 | \$ (474,946.64) \$ | | (1,791,195.56) | |
| 74 Cumulative NMB Interest Balance | L70 + Prev L74 | 399,809.70 | 442,547.23 | 492,282.29 | 544,532.66 | 598,010.49 | 654,295.80 | 708,073.99 | 744,436.01 | 762,107.99 | 769,603.01 | 770,293.92 | 767,401.82 | |
| 75 Total Cumulative NMB Principal & Interest | L73 + L74 | \$ 7,236,707.26 | \$ 8,489,526.60 | \$ 9,811,606.59 \$ | \$ 9,415,090.43 \$ | \$ 10,263,279.44 \$ | 10,448,166.79 \$ | 9,340,725.25 \$ | 5 4,039,497.53 \$ | 2,463,305.75 | \$ 294,656.37 \$ | (40,420.80) \$ | (1,023,793.74) | |
| | | | | | | | | | | | | | | |

Case No. 18-1818-EL-RDR - Exhibit B

| No. Normali No | | | | Comp | ute Deferred N | on-Market Bas | r Ended Decem | r (NMB) - Defe | rring Began 6/1/ | /2011 | | | | | |
|---|---|--------------------------------------|----|----------------------|----------------------|---------------------------|-----------------------|-----------------------|------------------------|-------------------|----------------------|------------------------|------------------------|----------------------|---------------------------------------|
| Non-Start list of March 2000 (1999) Non-Res 1 2 Add Added 3 Add Add Add Added Add Add | Line No. Description | Source | | Jan 2018 | | Mar 2018 | Apr 2018 | May 2018 | Jun 2018 | | Aug 2018 | Sep 2018 | | Nov 2018 | |
| 2 No. | Revenues - Start 6/1/2011 |] | | | | | | | | | | | | | |
| 2 21000 10000 200000 200000 200000 | Non-Market Based Rider (NMB) Revenues Prior Period NMB Revenue Adjustment | Sales Report | \$ | 8,519,223.02 \$ | 8,122,166.96 \$ | 9,767,619.12 \$ | 9,047,288.27 \$ | 9,218,642.78 \$ | 10,188,099.58 \$ | 11,072,844.91 \$ | 10,980,726.90 \$ | 10,308,321.17 \$ | 9,792,887.45 \$ | 9,574,619.78 \$ | 106,592,439.94 |
| 5 CAMBER 1):14 20:0618 20:2018 20:2018 20:2018 20:2018 20:4008 20:0018 20:0018 20:4018 | 3 Total Adjusted NMB Revenues | L1 + L2 | \$ | 8,519,223.02 \$ | 8,122,166.96 \$ | 9,767,619.12 \$ | 9,047,288.27 \$ | 9,218,642.78 \$ | 10,188,099.58 \$ | 11,072,844.91 \$ | 10,980,726.90 \$ | 10,308,321.17 \$ | 9,792,887.45 \$ | 9,574,619.78 \$ | 106,592,439.94 |
| 1 1.1.7 5 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (0.1.7) 1.0.7 (| | | | | | | | | | | | | | | 277,140.35 |
| Absorb Name Space Space <th< td=""><td>7 Total Adjusted CAT Amount</td><td>L5 + L6</td><td></td><td>22,149.98</td><td>21,117.63</td><td>25,395.81</td><td>23,522.95</td><td>23,968.47</td><td>26,489.06</td><td>28,789.40</td><td>28,549.89</td><td>26,801.64</td><td>25,461.51</td><td>24,894.01</td><td>277,140.35</td></th<> | 7 Total Adjusted CAT Amount | L5 + L6 | | 22,149.98 | 21,117.63 | 25,395.81 | 23,522.95 | 23,968.47 | 26,489.06 | 28,789.40 | 28,549.89 | 26,801.64 | 25,461.51 | 24,894.01 | 277,140.35 |
| Der Nebs darbeit Beschrift Berleringening Offensten Beschrift Besc | 8 NMB Revenues Excluding CAT | L3 - L7 | \$ | 8,497,073.04 \$ | 8,101,049.33 \$ | 9,742,223.31 \$ | 9,023,765.32 \$ | 9,194,674.31 \$ | 10,161,610.52 \$ | 11,044,055.51 \$ | 10,952,177.01 \$ | 10,281,519.53 \$ | 9,767,425.94 \$ | 9,549,725.77 \$ | 106,315,299.59 |
| 9 NUM spaces 90000 9 NUM spaces 90000 9 NUM spaces 900000 900000 900000 900000 9000000 9000000 9000000 9000000 90000000 90000000 90000000 90000000 90000000 900000000 90000000 90000000 900000000 900000000 9000000000 9000000000000000000000000000000000000 | & Other Non-Market Based FERC/Regional |] | | | | | | | | | | | | | |
| 12 Mathematication for Transmission Over Steaduling 9/540 9/540 9/540 9/540 9/242 9/540 9 | NITS & Other FERC/RTO Expenses: NITS Expenses Load Reconciliation for Reactive Services/Sch. 2 Effective Load Reconciliation for Reactive Services/Sch. 2 | 507101 | \$ | | | | | | | | | | | | 89,147,001.31 |
| ³⁰¹ | | 507502 | | 90,540.75 | 105,167.93 | 63,217.03 | 82,262.15 | 63,610.55 | 87,889.47 | 87,223.15 | | 91,432.47 | 84,581.28 | 81,704.38 | 937,863.75 |
| 14 Misspanio Expanses 507515 Mage Mich Expanses 507515 Expense 507515 Expense 507515 Expense 507515 Expense 507515 Expense 507515 Expense 507516 17 Not-Expenses 507516 18 Staf 170 516.766.94 565.494.80 50.999.70 25.00.071 2.114.42 6.20.115 4.90.025 4.90.945.75 3.90.090.66 4.90.52.1 4.90.02.11 4.90.945.70 4.90.64.70 4.90.64.70 4.90.64.70 4.90.65.6 4.90.52.1 4.90.02.11 5.90.97.90 4.90.90.21 3.80.90.66 4.90.52.1 4.90.02.11 5.90.97.90 4.90.62.1 4.90.02.11 5.90.97.90 4.90.62.1 4.90.02.11 5.90.97.90 4.90.62.1 5.90.97.90 4.90.02.11 5.90.97.90 4.90.02.11 5.90.97.90 4.90.02.11 5.90.97.90 4.90.02.11 5.90.97.90 4.90.02.11 5.90.97.90 4.90.02.11 5.90.97.90 4.90.02.11 5.90.97.90 4.90.02.11 5.90.97.90 4.90.02.11 5.90.97.90 5.90.95.9 5.90.95.9 | | 507513 | | | | | | | | | | | | | |
| 17 Non-Age/S K11P1 Logenes: 357,457 354,352,77 316,056,34 369,048,30 369,095,70 350,015,32 669,045,32 352,455,63 464,095,53 591,095,25 477,752,90 52,025,05 355,015 450,0015 | 14 PJM Integration Expenses 15 MISO Exit Fee Expenses | 507515 | | - | - | - | - | - | - | - | - | - | - | - | - |
| 22 Parame Period Congenion Uplit 570039 - - 49,612.11 58.91 7,484.65 1,555.19 6,630.95 29 DM Construct 506510 - - 49,612.11 58.91 7,484.65 1,555.19 6,634.665.5 9,032.377.89 9,193.466.93 8,946.096.30 5 8,466.57.166.05 5 9,032.377.89 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | 17 Non-Legacy K1EP Expenses 18 Generation Deactivation Charges 19 Meter Correction 20 Emergency Energy | 507509 507007 506012 506013 | | 5,651.70 1,083.92 | 5,841.96 6,084.47 | (1,002.06) (42,949.63) | 6,900.09 20,087.62 | 5,406.06 25,040.71 | 4,686.56 (2,117.51) | 2,134.42 92.00 | 6,201.15 1,433.79 | 4,890.87 (3,648.74) | 5,192.41 (2,234.60) | 4,666.15 1,984.75 | 5,520,295.33 50,569.31 4,856.78 |
| 24 | 22 Planning Period Congestion Uplift | 570039 | | 342,775.03 | (28,935.26) | 31,082.22 | 34,050.12 | 51,038.44 | 192,131.35 | 24,816.85 | - | - | - | - | - |
| First Period NTS & Other FERC/RTO Expense Ajjustments: S <t< td=""><td>24</td><td></td><td>ş</td><td>- 10,245,367.93 \$</td><td>- 8,884,694.68 \$</td><td>- 9,631,656.92 \$</td><td>9,373,203.18 \$</td><td>9,469,972.78 \$</td><td>(4,363,642.46) \$</td><td>7,707,857.10 \$</td><td></td><td></td><td></td><td></td><td>- - - 84,655,716.60</td></t<> | 24 | | ş | - 10,245,367.93 \$ | - 8,884,694.68 \$ | - 9,631,656.92 \$ | 9,373,203.18 \$ | 9,469,972.78 \$ | (4,363,642.46) \$ | 7,707,857.10 \$ | | | | | - - - 84,655,716.60 |
| 28 System Control & Dispatch Service/Sch. 1 | Prior Period NITS & Other FERC/RTO Expense Adjustments: 26 NITS Expenses 27 Load Reconciliation for Reactive Services/Sch. 2 | . , | s | - \$ | - S | - \$ | | - \$ | - S | - \$ | | - \$ | - \$ | - \$ | - |
| Total Prior Period NITS & Other FERC/RTO | 28 System Control & Dispatch Service/Sch. 1 29 MTEP Expenses 30 PIM Integration Expenses 31 MISO Exit Fee Expenses 32 Legacy RTIP Expenses 33 Non-Legacy RTIP Expenses 34 Generation Deactivation Charges 35 Meter Correction 36 Emergency Energy 37 Balancing Operating Reserves, Balancing Operating 38 PIAnning Period Congestion Uplift 39 PIM Customer Default | | | | · | · | | | | · | | · | · | | |
| | | SUM (L26- L40) | s | | . \$ | - 9 | | . \$ | - 5 | - « | | | | | |

| Case No. 18-1818-EL-KDK - Exhibit B | | | Comp | ute Deferred No | on-Market Bas | r Ended Decem | r (NMB) - Defe | rring Began 6/1/ | /2011 | | | | | ONFIDENTIAL |
|--|------------------------|--------------------------|---------------------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-----------------|-------------------|-------------------|----------------|-------------------|
| Line No. Description | Source | Prior Period Balances | Jan 2018 | Feb 2018 | Mar 2018 | Apr 2018 | May 2018 | Jun 2018 | Jul 2018 | Aug 2018 | Sep 2018 | Oct 2018 | Nov 2018 | YTD 2018 |
| Adjusted NITS & Other FERC/RTO Expenses: | Gource | Dulunces | 2010 | | | | | | | | | | _010 | 2010 |
| 42 NITS Expenses | L9 + L26 | | \$ 8,501,756.68 \$ | 7,637,620.11 \$ | 8,248,282.46 \$ | 7,965,515.64 \$ | 8,222,466.57 \$ | 7,947,836.73 \$ | 7,416,330.48 \$ | 9,024,257.82 \$ | 8,013,415.48 \$ | 8,215,439.16 \$ | 7,954,080.18 | |
| 43 Load Reconciliation for Reactive Services/Sch. 2 | L10 + L11 + L27 | | 273,213.15 | 129,919.99 | 331,399.62 | 265,073.51 | 263,324.61 | 260,846.22 | 260,892.95 | 263,181.25 | 262,498.53 | 258,106.46 | 264,481.80 | 2,832,938.09 |
| Load Reconciliation for Transmission Owner Scheduling, | | | | | | | | | | | | | | , i |
| System Control & Dispatch Service/Sch. 1 | L12 + L28 | | 90,540.75 | 105,167.93 | 63,217.03 | 82,262.15 | 63,610.55 | 87,889.47 | 87,223.15 | 100,234.59 | 91,432.47 | 84,581.28 | 81,704.38 | 937,863.75 |
| 45 MTEP Expenses | L13 + L29 | | - | | | | - | | | | | - | | - |
| 46 PJM Integration Expenses 47 MISO Exit Fee Expenses | L14 + L30 | | | | | | | | | | | | | |
| 47 MISO EXIT Fee Expenses 48 Legacy RTEP Expenses | L15 + L31 L16 + L32 | | | | | | | | | | | | | |
| 49 Non-Legacy RTEP Expenses | L10 + L32 L17 + L33 | | 384,382.77 | 816,766.94 | 565,494.80 | 589,598.70 | 330,015.82 | 639,435.32 | 352,435.63 | 464,395.53 | 398,030.66 | 501,956.26 | 477,782.90 | 5,520,295.33 |
| 50 Generation Deactivation Charges | L17 + L33 L18 + L34 | | 5.651.70 | 5.841.96 | (1,002.06) | 6,900.09 | 5.406.06 | 4.686.56 | 2,134.42 | 6.201.15 | 4.890.87 | 5,192.41 | 4,666.15 | 50,569.31 |
| 51 Meter Correction | L19 + L35 | | 1,083.92 | 6,084.47 | (42,949.63) | 20,087.62 | 25,040.71 | (2,117.51) | 92.00 | 1,433.79 | (3,648.74) | (2,234.60) | 1,984.75 | 4,856.78 |
| 52 Emergency Energy | L20 + L36 | | - | - | - | | - | - | - | - | - | - | - | · - |
| 53 Balancing Operating Reserves, Balancing Operating | L21 + L37 | | 342,775.03 | (28,935.26) | 31,082.22 | 34,050.12 | 51,038.44 | 192,131.35 | 24,816.85 | 44,708.61 | 74,892.88 | (59,054.79) | 34,836.69 | 742,342.14 |
| 54 Planning Period Congestion Uplift | L22 + L38 | | - | - | - | - | - | - | - | - | - | - | - | - |
| 55 PJM Customer Default | L23 + L39 | | - | - | - | - | - | - | - | 49,612.11 | 58.91 | 7,484.65 | 11,535.19 | 68,690.86 |
| 56 | | | | | | | | | | | | | · · · · · | |
| 57 Total Adjusted NITS & Other FERC/RTO | SUM (L42- L56) | | \$ 10.245.367.93 \$ | 8.884.694.68 \$ | 9,631,656.92 \$ | 9,373,203.18 \$ | 9,469,972.78 \$ | (4,363,642.46) \$ | 7,707,857.10 \$ | 6,534,665.35 \$ | 9.032.377.89 \$ | 9,193,466.93 \$ | 8.946.096.30 | 84,655,716.60 |
| Expenses | 50M (LH2- L50) | | \$ 10,245,507.95 \$ | 8,884,094.08 3 | 9,031,030.92 3 | 9,575,205.18 \$ | 9,409,972.78 3 | (4,505,042.40) 3 | 7,707,857.10 \$ | 0,554,005.55 \$ | 9,032,377.89 \$ | 9,195,400.95 3 | 8,940,090.30 | 84,033,710.00 |
| FERC/RTO Expenses Not Deferred: | | | | | | | | | | | | | | |
| 58 PJM Integration Expenses | L46 | | | | | | | | | | | | | |
| 59 MISO Exit Fee Expenses | L40 L47 | | | | | | | | | | | | | |
| 60 Legacy RTEP Expenses | L48 | | | | | | | | | | | | | |
| 61 Total Non-Deferred Expenses | SUM (L58- L60) | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 62 Cumulative Legacy RTEP Expenses (Only) | L60 + Prev L62 | | | | | | | | | | | | | |
| Recoverable NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | |
| 63 Total Adjusted Rider NMB Monthly Recoverable Expenses | L57 - L61 | | \$ 9,599,404.00 \$ | 8,672,466.14 \$ | 9,195,524.44 \$ | 8,963,487.83 \$ | 8,960,902.76 \$ | 9,130,708.14 \$ | 8,143,925.48 \$ | 9,954,024.85 \$ | 8,841,571.06 \$ | 9,011,470.83 \$ | 8,831,072.04 | \$ 99,304,557.57 |
| 64 Monthly NET NMB Principal Balance | L63 - L8 | | \$ 1,102,330.96 \$ | 571,416.81 \$ | (546,698.87) \$ | (60,277.49) \$ | (233,771.55) \$ | (1,030,902.38) \$ | (2,900,130.03) \$ | (998,152.16) \$ | (1,439,948.47) \$ | (755,955.11) \$ | (718,653.73) | \$ (7,010,742.02) |
| Calculate Interest | n | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 65 Balance Subject to Interest | L64 /2 + Prev L75 | | \$ 4,880,634.97 \$ | 5,744,108.32 \$ | 5,787,772.68 \$ | 5,515,827.86 \$ | 5,398,864.60 \$ | 4,795,951.44 \$ | 2,856,573.18 \$ | 923,000.40 \$ | (291,019.56) \$ | (1,390,557.41) \$ | (2,135,440.37) | |
| | | | | | | | | | | | | | | |
| 66 Prior Period Interest Adjustment | | | | | | | - | - | | | | | | |
| 67 Bal. Subject to Interest after Prior Period Adj. | L65 + L66 | | \$ 4,880,634.97 \$ | 5,744,108.32 \$ | 5,787,772.68 \$ | 5,515,827.86 \$ | 5,398,864.60 \$ | 4,795,951.44 \$ | 2,856,573.18 \$ | 923,000.40 \$ | (291,019.56) \$ | (1,390,557.41) \$ | (2,135,440.37) | |
| 68 Starting 7/1/15, Cost of long-term debt approved in Case No | 07-551-EL-AIR | | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | 6.540% | |
| 69 Monthly Embedded Cost to Long-Term Debt | L68 / 12 | | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | 0.545% | |
| 70 Monthly NMB Interest | L67 x L69 | | \$ 26,599.46 \$ | 31,305.39 \$ | 31,543.36 \$ | 30,061.26 \$ | 29,423.81 \$ | 26,137.94 \$ | 15,568.32 \$ | 5,030.35 \$ | (1,586.06) \$ | (7,578.54) \$ | (11,638.15) \$ | 174,867.14 |
| 71 Prior Period Principal Balance Adj. | G/A | | c c | 6 | 5 | 6 | 6 | ŕ | ¢ | ¢ | - 5 | - 5 | | |
| /1 Prior Period Principal Balance Adj. | G/A | | 5 - 5 | - 3 | - 3 | - 3 | - 3 | - 3 | - 3 | - 3 | - 3 | - 3 | - | |
| 72 Monthly NMB Principal & Interest | L70 + L71 | | \$ 1,128,930.42 \$ | 602,722.20 \$ | (515,155.51) \$ | (30,216.23) \$ | (204,347.74) \$ | (1,004,764.44) \$ | (2,884,561.71) \$ | (993,121.81) \$ | (1,441,534.53) \$ | (763,533.65) \$ | (730,291.88) | |
| 73 Cumulative NMB Principal Balance | L64 + Prev L73 | \$ 4,603,379.51 | \$ 5,705,710.47 \$ | 6,277,127.28 \$ | 5,730,428.41 \$ | 5,670,150.92 \$ | 5,436,379.37 \$ | 4,405,476.99 \$ | 1,505,346.96 \$ | 507,194.80 \$ | (932,753.67) \$ | (1,688,708.78) \$ | (2,407,362.51) | |
| 74 Cumulative NMB Interest Balance | L70 + Prev L74 | (273,910.02) | (247,310.56) | (216,005.17) | (184,461.81) | (154,400.55) | (124,976.74) | (98,838.80) | (83,270.48) | (78,240.13) | (79,826.19) | (87,404.73) | (99,042.88) | |
| 75 Total Cumulative NMB Principal & Interest | | \$ 4,329,469.49 | \$ 5,458,399.91 \$ | 6,061,122.11 \$ | 5,545,966.60 \$ | 5,515,750.37 \$ | 5,311,402.63 \$ | 4,306,638.19 \$ | 1,422,076.48 \$ | 428,954.67 \$ | (1,012,579.86) \$ | (1,776,113.51) \$ | (2,506,405.39) | |
| 75 Total Cumulative NMB Principal & Interest | L73 + L74 | \$ 4,329,469.49 | \$ 5,458,399.91 \$ | 6,061,122.11 \$ | 5,545,966.60 \$ | 5,515,750.37 \$ | 5,311,402.63 \$ | 4,306,638.19 \$ | 1,422,076.48 \$ | 428,954.67 \$ | (1,012,579.86) \$ | (1,776,113.51) \$ | (2,506,405.39) | |

| | OHIO EDI Estimated (Over) / Und | | · / | 2019 | | |
|-------------|---|-----------------------------------|---------------------------------|---------------------------------|---------------------------------|-----------------------------|
| ine | | | Actual Prior period | FORECAST Dec | FORECAST Jan | FORECAST Feb |
| lo. | Description | Source | Balance | 2018 | 2019 | 2019 |
| | Revenues - Start 6/1/2011 | | | | | |
| 2 | Non-Market Based Rider (NMB) Revenues Prior Period NMB Revenue Adjustment | Sales Report | | \$ 26,121,289.00 | \$ 26,706,863.00 | \$ 24,659,724.0 |
| 3 | Total Adjusted NMB Revenues | L1 + L2 | | \$ 26,121,289.00 | \$ 26,706,863.00 | \$ 24,659,724.0 |
| 1 | CAT Tax | Taxes | | 0.2600% | 0.2600% | 0.2600 |
| 5 | CAT Amount Prior Period CAT Adjustment | L3 x L4 | | 67,915.35 | 69,437.84 | 64,115.2 |
| , | - | L5 + L6 | | 67,915.35 | 69,437.84 | 64,115.2 |
| 3 | Total Adjusted CAT Amount NMB Revenues Excluding CAT | L3 + L6 L3 - L7 | | \$ 26,053,373.65 | | |
| , | Network Integration Transmission Service (NITS) & Other Non-Market | L5 - L7 | | 20,055,575.05 | 3 20,037,423.10 | 5 24,575,000. |
| | Based FERC/Regional Transmission Organization (RTO) Costs NITS & Other FERC/RTO Expenses: | | | | | |
| | NITS Expenses | 507003 | | | | |
| | Load Reconciliation for Reactive Services/Sch. 2 Effective Oct 2012 this G/L will Load Reconciliation for Reactive Services/Sch. 2 | 507101 507105 | | | | |
| 2 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | 507502 | | | | |
| 3 | Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses | 507513 | | | | |
| | PJM Integration Expenses MISO Exit Fee Expenses | 507514 507515 | | | | |
| 6 | Legacy Regional Transmission Expansion Plan (RTEP) Expenses Non-Legacy RTEP Expenses | 507510 507509 | | | | |
| 8 | Generation Deactivation Charges | 507007 | | | | |
| 0 | Meter Correction Emergency Energy | 506012 506013 | | | | |
| 1 2 3 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rsponse and Planning Period Congestion Uplift PJM Customer Default | 507008 570039 506510 | | | | |
| 4 | Total NITS & Other FERC/RTO Expense: | SUM (L9- L22) | | \$ 23,852,292.16 | \$ 25,527,873.00 | \$ 23,103,272. |
| | Prior Period NITS & Other FERC/RTO Expense Adjustments: | | | | | |
| | NITS Expenses Load Reconciliation for Reactive Services/Sch. 2 | | | | | |
| 8 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | |
| | MTEP Expenses PJM Integration Expenses | | | | | |
| 1 | MISO Exit Fee Expenses | | | | | |
| 3 | Legacy RTEP Expenses Non-Legacy RTEP Expenses | | | | | |
| 4 5 | Generation Deactivation Charges Meter Correction | 506012 | | | | |
| 6 7 | Emergency Energy Balancing Operating Reserves, Balancing Operating Reserve for Load Rsponse and | 506013 507008 | | | | |
| 8 | Planning Period Congestion Uplift PJM Customer Default | 570039 506510 | | | | |
| 1 | Total Prior Period NITS & Other FERC/RTO Expense Adjustment | SUM (L26- L38) | | | | |
| | Adjusted NITS & Other FERC/RTO Expenses: | | | | | |
| | NITS Expenses Load Reconciliation for Reactive Services/Sch. 2 | L9 + L26 L10 + L11 + L27 | | | | |
| 4 | Load Reconciliation for Transmission Owner Scheduling, System Control & | | | | | |
| 5 | Dispatch Service/Sch. 1 MTEP Expenses | L12 + L28 L13 + L29 | | | | |
| 6 | PJM Integration Expenses MISO Exit Fee Expenses | L14 + L30 L15 + L31 | | | | |
| | Legacy RTEP Expenses Non-Legacy RTEP Expenses | L16 + L32 L17 + L33 | | | | |
| 0 | Generation Deactivation Charges | L18 + L34 | | | | |
| 2 | Meter Correction Emergency Energy | L19 + L35 L20 + L36 | | | | |
| 3 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rsponse and Planning Period Congestion Uplift | L21 + L37 L22 + L38 | | | | |
| 6 | PJM Customer Default | L23 + L39 | | 0 | 0.00 | |
| 7 | Total Adjusted NITS & Other FERC/RTO Expenses FERC/RTO Expenses Not Deferred: | SUM (L42- L54) | | \$ 23,852,292.16 | \$ 25,527,873.00 | \$ 23,103,272. |
| | PJM Integration Expenses | L46 | | | | |
| 0 | MISO Exit Fee Expenses Legacy RTEP Expenses | L47 L48 SUM (L58 L60) | | | | |
| 1 | Total Non-Deferred Expenses | SUM (L58- L60) | | | | |
| 2 | Cumulative Legacy RTEP Expenses (Only) | L60 + Prev L62 | | | | |
| | Recoverable NITS & Other FERC/RTO Expenses: | | | | | |
| | Total Adjusted Rider NMB Monthly Recoverable Expense: | L57 - L61 | | \$ 23,852,292.16 | | \$ 23,103,272. |
| 4 | Monthly NET NMB Principal Balance Calculate Interest | L63 - L8 | | \$ (2,201,081.49) | \$ (1,109,552.16) | \$ (1,492,336. |
| 5 | | 164/2 + D 177 | | ¢ = £ 110 201 C2 | C 2 402 724 77 | ¢ 1,000 771 |
| | Balance Subject to Interest | L64 /2 + Prev L75 | | \$ 5,110,201.00 | \$ 3,482,734.77 | \$ 2,200,771. |
| 6 7 | Prior Period Interest Adjustment Bal. Subject to Interest after Prior Period Adj. | L65 + L66 | | \$ 5,110,201.00 | \$ 3,482,734.77 | \$ 2,200,771. |
| | | | | | | |
| 8 9 0 | Starting 7/1/15, Cost of long-term debt approved in Case No. 07-551-EL-AIR Monthly Embedded Cost to Long-Term Debt Monthly NMB Interest | Treasury L68 / 12 L67 x L69 | | 6.540% 0.55% \$ 27,850.60 | 6.540% 0.55% \$ 18,980.90 | 6.54 0.5 \$ 11,994. |
| 1 | Prior Period Principal Balance Adj. | | | | | |
| 2 | Monthly NMB Principal & Interest | L64 + L70 | | \$ (2,173,230.89) | \$ (1,090,571.26) | \$ (1,480,342. |
| 3 | Cumulative NMB Principal Balance | L64 + Prev L73 | 4,241,283.62 | | | |
| 4 | Cumulative NMB Interest Balance Total Cumulative NMB Principal & Interest | L70 + Prev L74 L73 + L74 | 1,969,458.12 \$ 6,210,741.74 | 1,997,308.72 \$ 4,037,510.85 | 2,016,289.62 \$ 2,946,939.59 | 2,028,283. \$ 1,466,597. |

| | THE CLEVELAND ELECT Estimated (Over) / Und | | | | CEI) | | | |
|-------------|---|-----------------------------------|------------------------|----------|-------------------------------|----|----------------------------------|-------------------------|
| ine | | | Actual Prior Period | | FORECAST Dec | 1 | FORECAST Jan | FORECAST Feb |
| 0. | Description | Source | Balances | \vdash | 2018 | | 2019 | 2019 |
| | Revenues - Start 6/1/2011 Non-Market Based Rider (NMB) Revenues | Sales Report | | s | 18,026,792.00 | s | 20,235,928.00 \$ | 19,042,727. |
| | Prior Period NMB Revenue Adjustment | | | Ě | - | | - | |
| | Total Adjusted NMB Revenues | L1 + L2 | | \$ | 18,026,792.00 | \$ | 20,235,928.00 \$ | |
| 5 | CAT Tax CAT Amount Prior Period CAT Adjustment | Taxes L3 x L4 | | | 0.2600% 46,869.66 | | 0.2600% 52,613.41 | 0.260 49,511. |
| | Total Adjusted CAT Amount | L5 + L6 | | | 46,869.66 | | 52,613.41 | 49,511. |
| 3 | NMB Revenues Excluding CAT | L3 - L7 | | s | 17,979,922.34 | \$ | 20,183,314.59 \$ | 18,993,215. |
| | Network Integration Transmission Service (NITS) & Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs | | | | | | | |
| | NITS & Other FERC/RTO Expenses: | | | | | | | |
| 0 | NITS Expenses Load Reconciliation for Reactive Services/Sch. 2 Effective Oct 2012 this G/L will | 507003 507101 | | | | | | |
| 2 | Load Reconciliation for Reactive Services/Sch. 2 Load Reconciliation for Transmission Owner Scheduling, System Control & | 507105 507502 | | | | | | |
| 3 | Dispatch Service/Sch. 1 Midwest Independent Transmission System Operator, Inc. (MISO) Transmission | 507513 | | | | | | |
| 4 | Expansion Plan (MTEP) Expenses PJM Integration Expenses MICO Expenses | 507514 | | | | | | |
| 6 | MISO Exit Fee Expenses Legacy Regional Transmission Expansion Plan (RTEP) Expenses | 507515 507510 | | | | | | |
| 8 | Non-Legacy RTEP Expenses Generation Deactivation Charges | 507509 507007 | | | | | | |
| 0 | Meter Correction Emergency Energy | 506012 506013 | | | | | | |
| 2 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rsponse and Planning Period Congestion Uplift PJM Customer Default | 507008 570039 506510 | | | | | | |
| 3 4 5 | Total NITS & Other FERC/RTO Expense: | SUM (L9- L22) | | s | 17,722,069.70 | s | 19,401,470.00 \$ | 17,557,457 |
| e | Prior Period NITS & Other FERC/RTO Expense Adjustments: | | | | | | | |
| 7 | NITS Expenses Load Reconciliation for Reactive Services/Sch. 2 Load Reconciliation for Terremining Owner Scheduling System Control & | | | | | | | |
| 8 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | | | |
| 0 | MTEP Expenses PJM Integration Expenses | | | | | | | |
| 1 | MISO Exit Fee Expenses Legacy RTEP Expenses | | | | | | | |
| 3 | Kon-Legacy RTEP Expenses Generation Deactivation Charges | | | L | | | | |
| 5 | Meter Correction Emergency Energy | 506012 506013 | | | | | | |
| 7 | Emergency Energy Balancing Operating Reserves, Balancing Operating Reserve for Load Rsponse and Planning Period Congestion Uplift | 506013 507008 570039 | | | | | | |
| | Planning Period Congestion Uplift PJM Customer Default | 506510 | | | | | | |
| 1 | Total Prior Period NITS & Other FERC/RTO Expense Adjustment | SUM (L26- L38) | | | | | | |
| 2 | Adjusted NITS & Other FERC/RTO Expenses: NITS Expenses | L9 + L26 | | | | | | |
| 3 | NTI 5 Expenses Load Reconciliation for Reactive Services/Sch. 2 Load Reconciliation for Transmission Owner Scheduling, System Control & | L9 + L26 L10 + L11 + L27 | | | | | | |
| 4 | Dispatch Service/Sch. 1 | L12 + L28 | | | | | | |
| 6 | MTEP Expenses PJM Integration Expenses | L13 + L29 L14 + L30 | | | | | | |
| | MISO Exit Fee Expenses Legacy RTEP Expenses | L15 + L31 L16 + L32 | | | | | | |
| 9 | Non-Legacy RTEP Expenses Generation Deactivation Charges | L17 + L33 L18 + L34 | | | | | | |
| 1 | Meter Correction Emergency Energy | L19 + L35 L20 + L36 | | | | | | |
| 3 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rsponse and Planning Period Congestion Uplift | L21 + L37 L22 + L38 | | | | | | |
| | PJM Customer Default | L23 + L39 | | | | | | |
| 7 | Total Adjusted NITS & Other FERC/RTO Expenses | SUM (L42- L54) | | \$ | 17,722,069.70 | \$ | 19,401,470.00 \$ | 17,557,457. |
| | FERC/RTO Expenses Not Deferred: PJM Integration Expenses | L46 | | | | | | |
| 9 | MISO Exit Fee Expenses Legacy RTEP Expenses | L47 L48 | | | | | | |
| I | Total Non-Deferred Expenses | SUM (L58- L60) | | | | | | |
| 2 | Cumulative Legacy RTEP Expenses (Only) | L60 + Prev L62 | | | | | | |
| | Recoverable NITS & Other FERC/RTO Expenses: | | | 1 | | | | |
| 3 | Total Adjusted Rider NMB Monthly Recoverable Expense: | L57 - L61 | | s | 17,722,069.70 | \$ | 19,401,470.00 \$ | 17,557,457. |
| 4 | Monthly NET NMB Principal Balance | L63 - L8 | | \$ | (257,852.64) | \$ | (781,844.59) \$ | (1,435,758. |
| | Calculate Interest | | | | | | | |
| 5 | Balance Subject to Interest | L64/2 + Prev L75 | | s | (1,152,720.06) | \$ | (1,678,851.00) \$ | (2,796,802. |
| 5 | Prior Period Interest Adjustment | | | ⊢ | - | | - | |
| 7 | Bal. Subject to Interest after Prior Period Adj. | L65 + L66 | | s | (1,152,720.06) | \$ | (1,678,851.00) \$ | (2,796,802. |
| | Starting 7/1/15, Cost of long-term debt approved in Case No. 07-551-EL-AIR Monthly Embedded Cost to Long-Term Debt Monthly NMB Interest | Treasury L68 / 12 L67 x L69 | | s | 6.540% 0.55% (6.282.32) | s | 6.540% 0.55% (9.149.74) \$ | 6.54 0.5 (15,242. |
| | Prior Period Principal Balance Adj. | LU/ X L09 | | 3 | (0,282.32) | ٥ | (7,147./4) \$ | (13,242 |
| | Prior Period Principal Balance Adj. Monthly NMB Principal & Interest | L64 + L70 | | ç | (264 124 06) | ç | (790,994.33) \$ | (1,451,001. |
| 2 | Monthly NMB Principal & Interest Cumulative NMB Principal Balance | L64 + L70 L64 + Prev L73 | (1 701 107 77) | | (264,134.96) | | | |
| 3 | | 1.64 ± Prev 1.73 | (1,791,195.56) |) \$ | (2,049,048.20) 761,119.50 | 5 | (2,830,892.79) \$ | (4,266,651. 736,727. |

| | Estimated (Over) / Und | er Collection as o | | | | | | | |
|----------|---|-----------------------------|--------------------------------|-----|--------------------------------|----|--------------------------------|----------|---------------------|
| ine | | | Actual Prior Period | F | ORECAST Dec | F | ORECAST Jan | FO | DRECAST Feb |
| No. | Description | Source | Balances | - | 2018 | | 2019 | | 2019 |
| | Revenues - Start 6/1/2011 | | | | | | | | |
| 1 2 | Non-Market Based Rider (NMB) Revenues Prior Period NMB Revenue Adjustment | Sales Report | | \$ | 9,603,757.00 | \$ | 10,146,381.00 | \$ | 9,826,095.00 |
| 3 | Total Adjusted NMB Revenues | L1 + L2 | | s | 9,603,757.00 | \$ | 10,146,381.00 | \$ | 9,826,095.00 |
| 4 | CAT Tax | Taxes | | | 0.2600% | | 0.2600% | | 0.26009 |
| 5 6 | CAT Amount Prior Period CAT Adjustment | L3 x L4 | | | 24,969.77 | | 26,380.59 | | 25,547.85 |
| 7 | Total Adjusted CAT Amount | L5 + L6 | | | 24,969.77 | | 26,380.59 | | 25,547.85 |
| 8 | NMB Revenues Excluding CAT | L3 - L7 | | \$ | 9,578,787.23 | \$ | 10,120,000.41 | \$ | 9,800,547.1 |
| | Network Integration Transmission Service (NITS) & Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs | | | | | | | | |
| _ | NITS & Other FERC/RTO Expenses: | | | | | | | | |
| 10 | NITS Expenses Load Reconciliation for Reactive Services/Sch. 2 Effective Oct 2012 this G/L will | 507003 507101 | | | | | | | |
| | Load Reconciliation for Reactive Services/Sch. 2 Load Reconciliation for Transmission Owner Scheduling, System Control & | 507105 | | | | | | | |
| 12 | Dispatch Service/Sch. 1 Midwest Independent Transmission System Operator, Inc. (MISO) Transmission | 507502 | | | | | | | |
| 13 | Expansion Plan (MTEP) Expenses | 507513 | | | | | | | |
| 15 | PJM Integration Expenses MISO Exit Fee Expenses | 507514 507515 | | | | | | | |
| | Legacy Regional Transmission Expansion Plan (RTEP) Expenses Non-Legacy RTEP Expenses | 507510 507509 | | | | | | | |
| 18 | Generation Deactivation Charges Meter Correction | 507007 506012 | | | | | | | |
| | Emergency Energy | 506013 507008 | | | | | | | |
| 22 | Planning Period Congestion Uplift | 570039 | | | | | | | |
| 23 24 | PJM Customer Default | 506510 | | 6 | 0 124 025 10 | 6 | 10.006.018.00 | | 0.055.240.00 |
| 25 | Total NITS & Other FERC/RTO Expenses | SUM (L9- L22) | | \$ | 9,134,925.18 | 3 | 10,000,918.00 | | 9,055,249.0 |
| | Prior Period NITS & Other FERC/RTO Expense Adjustments: NITS Expenses | | | | | | | | |
| | Load Reconciliation for Reactive Services/Sch. 2 Load Reconciliation for Transmission Owner Scheduling, System Control & | | | | | | | | |
| 28 29 | Dispatch Service/Sch. 1 MTEP Expenses | | | | | | | | |
| 30 | PJM Integration Expenses | | | | | | | | |
| 31 32 | MISO Exit Fee Expenses Legacy RTEP Expenses | | | | | | | | |
| 33 34 | Non-Legacy RTEP Expenses Generation Deactivation Charges | | | | | | | | |
| 35 36 | Meter Correction | 506012 506013 | | | | | | | |
| 37 | Emergency Energy Balancing Operating Reserves, Balancing Operating Reserve for Load Rsponse and | 507008 | | | | | | | |
| 38 39 | Planning Period Congestion Uplift PJM Customer Default | 570039 506510 | | | | | | | |
| 40 41 | Total Prior Period NITS & Other FERC/RTO Expense Adjustment | SUM (L26- L38) | | | | | | | |
| | Adjusted NITS & Other FERC/RTO Expenses: | | | | | | | | |
| | NITS Expenses Load Reconciliation for Reactive Services/Sch. 2 | L9 + L26 L10 + L11 + L27 | | | | | | | |
| 44 | Load Reconciliation for Transmission Owner Scheduling, System Control & | | | | | | | | |
| 45 | Dispatch Service/Sch. 1 MTEP Expenses | L12 + L28 L13 + L29 | | | | | | | |
| 46 47 | PJM Integration Expenses MISO Exit Fee Expenses | L14 + L30 L15 + L31 | | | | | | | |
| 48 49 | Legacy RTEP Expenses Non-Legacy RTEP Expenses | L16 + L32 L17 + L33 | | | | | | | |
| 50 51 | Generation Deactivation Charges Meter Correction | L18 + L34 L19 + L35 | | | | | | | |
| 52 | Emergency Energy | L20 + L36 | | | | | | | |
| 53 54 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rsponse and Planning Period Congestion Uplift | L21 + L37 L22 + L38 | | | | | | | |
| 55 56 | PJM Customer Default | L23 + L39 | | | | | | | |
| 57 | Total Adjusted NITS & Other FERC/RTO Expenses | SUM (L42- L54) | | \$ | 9,134,925.18 | \$ | 10,006,918.00 | \$ | 9,055,249.00 |
| 58 | FERC/RTO Expenses Not Deferred: PJM Integration Expenses | L46 | | | | | | | |
| 59 | MISO Exit Fee Expenses | L47 | | | | | | | |
| 60 61 | Legacy RTEP Expenses Total Non-Deferred Expenses | L48 SUM (L58- L60) | | | | | | | |
| 62 | Cumulativa Langue PTED Experience (Only) | I 60 + Prov I 63 | | | | | | | |
| 62 | Cumulative Legacy RTEP Expenses (Only) | L60 + Prev L62 | | | | | | | |
| | Recoverable NITS & Other FERC/RTO Expenses: | | | | | | | | |
| 63 | Total Adjusted Rider NMB Monthly Recoverable Expense: | L57 - L61 | | \$ | 9,134,925.18 | \$ | 10,006,918.00 | \$ | 9,055,249.00 |
| 64 | Monthly NET NMB Principal Balance Calculate Interest | L63 - L8 | | s | (443,862.05) | \$ | (113,082.41) | \$ | (745,298.1 |
| 65 | Balance Subject to Interest | L64 /2 + Prev L75 | | s | (2,728,336.41) | s | (3,021,678.07) | \$ | (3,467,336.5) |
| 66 | Prior Period Interest Adjustment | | | L | | | | | |
| 67 | Bal. Subject to Interest after Prior Period Adj. | L65 + L66 | | s | (2,728,336.41) | s | (3,021,678.07) | \$ | (3,467,336.5) |
| 68 | Starting 7/1/15, Cost of long-term debt approved in Case No. 07-551-EL-AIR | Treasury | | | 6.540% | | 6.540% | | 6.540 |
| 69 70 | Monthly Embedded Cost to Long-Term Debt Monthly NMB Interest | L68 / 12 L67 x L69 | | s | 0.55% (14,869.43) | s | 0.55% (16,468.15) | \$ | 0.559 (18,896.93 |
| 71 | Prior Period Principal Balance Adj. | | | | | | | | |
| 72 | Monthly NMB Principal & Interest | L64 + L70 | | s | (458,731.48) | \$ | (129,550.56) | \$ | (764,195.1) |
| 73 | Cumulative NMB Principal Balance | L64 + Prev L73 | (2,407,362.51 |) s | (2,851,224.56) | \$ | (2,964,306.97) | \$ | (3,709,605.12 |
| 74 75 | Cumulative NMB Interest Balance Total Cumulative NMB Principal & Interest | L70 + Prev L74 L73 + L74 | (99,042.88 \$ (2,506,405.39 |) | (113,912.31) (2,965,136.87) | _ | (130,380.46) (3,094,687.43) | <i>c</i> | (149,277.44) |

Forecasted Rider NMB Revenue Excl. Pilot Participants (December 2018 - February 2019)

CONFIDENTIAL

Exhibit C

Page 4 of 5

| | | | Billing Units ² | | | [| Dec 2018 - F | | | Revenue ⁴ | |
|------|-------------------------|----------------|------------------------------------|--------|-----|----|--------------|--------|---------------|-----------------------------|---------------|
| | | Dec-18 | Jan-19 | Feb-19 | | | Rate | Unit | Dec-18 | Jan-19 | Feb-19 |
| OE | RS | | | | kWh | \$ | 0.013929 | \$/kWh | | | |
| | GS | | | | kW | \$ | 4.1745 | \$/kW | | | |
| | GP | | | | kW | \$ | 5.0365 | \$/kW | | | |
| | GSU | | | | kVa | \$ | 4.1763 | \$/kVa | | | |
| | GT | | | | kVa | \$ | 4.1080 | \$/kVa | | | |
| | LTG ¹ | | | | kWh | \$ | 0.012474 | \$/kWh | | | |
| | | | | | | | | | \$ 26,121,289 | \$ 26,706,863 | \$ 24,659,724 |
| CEI | RS | | | | kWh | \$ | 0.013561 | \$/kWh | | | |
| | GS | | | | kW | \$ | 4.4543 | \$/kW | | | |
| | GP | | | | kW | \$ | 6.7035 | \$/kW | | | |
| | GSU | | | | kW | \$ | 5.1925 | \$/kW | | | |
| | GT | | | | kVa | \$ | 2.8860 | \$/kVa | | | |
| | LTG ¹ | | | | kWh | \$ | 0.010487 | \$/kWh | | | |
| | | | | | | | | | \$ 18,026,792 | \$ 20,235,928 | \$ 19,042,727 |
| ΤE | RS | | | | kWh | \$ | 0.013422 | \$/kWh | | | |
| | GS | | | | kW | \$ | 4.1665 | \$/kW | | | |
| | GP | | | | kW | \$ | 5.1982 | \$/kW | | | |
| | GSU | | | | kVa | \$ | 5.1917 | \$/kVa | | | |
| | GT | | | | kVa | \$ | 4.9442 | \$/kVa | | | |
| | LTG ¹ | | | | kWh | \$ | 0.009111 | \$/kWh | | | |
| | - | | | | | | | | \$ 9,603,757 | \$ 10,146,381 | \$ 9,826,095 |
| | | | | | | | | | | | |
| Note | | . – | | | | | | | | | |
| | | udes Traffic L | | | | | | | | | |
| | | | of December 2018 NMB, Sheet 119 | | | | ember 1, 201 | 8 | | | |

4 - Calculation: Billing Units x Rate

| Case No. 18-1818-EL-RDR Ohio Edison Company The Cleveland Electric Illuminating The Toledo Edison Company | Company | | CONFIL | DENTIAL | Exhibit C Page 5 of 5 | | | |
|--|-------------------------|----------------------------|--|---------------|--------------------------|--|--|--|
| Forecasted Rider NMB Expenses Excl. Pilot Participants (Dec. 2018 - Feb. 2019) | | | | | | | | |
| F | Company | G/L Account | Dec-18 | Jan-19 | Feb-19 | | | |
| Expenses | | | | | | | | |
| PJM Network Service | OE CE TE Total | 507003 507003 507003 | | | | | | |
| PJM Ancillaries - Sch 2 Reactive | OE CE TE Total | 507105 507105 507105 | | | | | | |
| Schedule 1A - Scheduling and Dispatch | OE CE TE Total | 507502 507502 507502 | | | | | | |
| Non-Legacy RTEP Expenses | OE CE TE Total | 507509 507509 507509 | | | | | | |
| Legacy RTEP Expenses | OE CE TE Total | 507510 507510 507510 | | | | | | |
| Generation Deactivation Charges | OE CE TE Total | 507007 507007 507007 | | | | | | |
| PJM Customer Default | OE CE TE Total | 506510 506510 506510 | | | | | | |
| Meter Correction | OE CE TE Total | 506012 506012 506012 | | | | | | |
| Emergency Energy | OE CE TE Total | 506013 506013 506013 | | | | | | |
| Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services | OE CE TE Total | 507008 507008 507008 | | | | | | |
| Planning Period Congestion Uplift | OE CE TE Total | 570039 570039 570039 | | | | | | |
| Total NMB Expense | OE CE TE Total | | \$ 23,852,292 \$ 17,722,070 \$ 9,134,925 \$50,709,287 | \$ 19,401,470 | \$ 17,557,45 | | | |

TABLE OF CONTENTS

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

| Company's service territory except as noted. | | Effective |
|--|--------------|-------------|
| | <u>Sheet</u> | <u>Date</u> |
| TABLE OF CONTENTS | 1 | 03-01-19 |
| DEFINITION OF TERRITORY | 3 | 05-01-09 |
| ELECTRIC SERVICE REGULATIONS | 4 | 06-01-16 |
| ELECTRIC SERVICE SCHEDULES | | |
| Residential Service (Rate "RS") | 10 | 05-01-09 |
| General Service - Secondary (Rate "GS") | 20 | 05-01-09 |
| General Service - Primary (Rate "GP") | 21 | 05-01-09 |
| General Service - Subtransmission (Rate "GSU") | 22 | 05-01-09 |
| General Service - Transmission (Rate "GT") | 23 | 05-01-09 |
| Street Lighting Provisions | 30 | 05-01-09 |
| Street Lighting (Rate "STL") | 31 | 05-01-09 |
| Traffic Lighting (Rate "TRF") | 32 | 05-01-09 |
| Private Outdoor Lighting (Rate "POL") | 33 | 06-01-09 |
| Experimental Company Owned LED Lighting Program | 34 | 06-01-16 |
| MISCELLANEOUS CHARGES | 75 | 07-05-12 |
| OTHER SERVICE | | |
| Partial Service | 46 | 01-01-06 |
| Cogenerators and Small Power Production Facilities | 48 | 08-03-17 |
| Residential Renewable Energy Credit Purchase Program | 60 | 10-01-09 |
| Interconnection Tariff | 95 | 05-06-16 |

The Public Utilities Commission of Ohio

Cleveland, Ohio

P.U.C.O. No. 13

TABLE OF CONTENTS

| RIDERS | <u>Sheet</u> | Effective <u>Date</u> |
|---|--------------|--------------------------|
| Summary | 80 | 01-01-17 |
| Residential Distribution Credit | 81 | 05-21-10 |
| Transmission and Ancillary Service Rider | 83 | 09-22-10 |
| Alternative Energy Resource | 84 | 01-01-19 |
| School Distribution Credit | 85 | 06-01-09 |
| Business Distribution Credit | 86 | 05-01-09 |
| Hospital Net Energy Metering | 87 | 10-27-09 |
| Peak Time Rebate Program | 88 | 06-01-14 |
| Residential Critical Peak Pricing | 89 | 06-01-18 |
| Universal Service | 90 | 01-01-18 |
| State kWh Tax | 92 | 05-01-09 |
| Net Energy Metering | 93 | 10-27-09 |
| Grandfathered Contract | 94 | 06-01-09 |
| Delta Revenue Recovery | 96 | 01-01-19 |
| Demand Side Management | 97 | 01-01-16 |
| Reasonable Arrangement | 98 | 06-01-09 |
| Distribution Uncollectible | 99 | 01-01-19 |
| Economic Load Response Program | 101 | 06-01-18 |
| Generation Cost Reconciliation | 103 | 01-01-19 |
| Fuel | 105 | 06-01-09 |
| Advanced Metering Infrastructure / Modern Grid | 106 | 01-01-19 |
| Line Extension Cost Recovery | 107 | 01-01-15 |
| Delivery Service Improvement | 108 | 01-01-12 |
| PIPP Uncollectible | 109 | 01-01-19 |
| Non-Distribution Uncollectible | 110 | 01-01-19 |
| Experimental Real Time Pricing | 111 | 06-01-18 |
| CEI Delta Revenue Recovery | 112 | 08-06-11 |
| Experimental Critical Peak Pricing | 113 | 06-01-18 |
| Generation Service | 114 | 06-01-18 |
| Demand Side Management and Energy Efficiency | 115 | 01-01-19 |
| Economic Development | 116 | 01-01-19 |
| Deferred Generation Cost Recovery | 117 | 06-21-13 |
| Deferred Fuel Cost Recovery | 118 | 06-21-13 |
| Non-Market-Based Services | 119 | 03-01-19 |
| Residential Deferred Distribution Cost Recovery | 120 | 12-30-11 |
| Non-Residential Deferred Distribution Cost Recovery | 121 | 12-26-11 |
| Residential Electric Heating Recovery | 122 | 03-01-19 |
| Residential Generation Credit | 123 | 10-31-18 |
| Delivery Capital Recovery | 124 | 12-01-18 |
| Phase-In Recovery | 125 | 01-01-19 |
| Government Directives Recovery | 126 | 06-01-16 |
| Automated Meter Opt Out | 128 | 01-01-15 |
| Ohio Renewable Resources | 129 | 06-01-16 |

Filed pursuant to Orders dated May 27, 2009, July 18, 2012 and March 31, 2016, in Case Nos.

08-935-EL-SSO et al., 12-1230-EL-SSO and 14-1297-EL-SSO, respectively before

The Public Utilities Commission of Ohio

P.U.C.O. No. 13

TABLE OF CONTENTS

| RIDERS | Sheet | Effective <u>Date</u> |
|--|-------|--------------------------|
| Commercial High Load Factor Experimental TOU | 130 | 06-01-18 |
| Distribution Modernization | 132 | 01-01-19 |

RIDER NMB Non-Market-Based Services Rider

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

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

- E = Starting June 1, 2012, any net over- or under-collection of the Non-Market-Based Services-related costs, including applicable interest, invoiced during the period from June 1, 2011 to March 31, 2012, allocated to rate schedules. Thereafter, E will be calculated for the 12-month period immediately preceding the Computation Period.
- **BU** = Forecasted billing units for the Computation Period for each rate schedule.
- **CAT** = The Commercial Activity Tax rate as established in Section 5751.03 of the Ohio Revised Code.

NMB charges:

| RS (all kWhs, per kWh) | 1.5233¢ |
|--------------------------------|----------|
| GS* (per kW of Billing Demand) | \$5.0515 |
| GP* (per kW of Billing Demand) | \$7.6183 |
| GSU (per kW of Billing Demand) | \$5.7001 |
| GT (per kVa of Billing Demand) | \$2.8631 |
| STL (all kWhs, per kWh) | 0.0000¢ |
| TRF (all kWhs, per kWh) | 1.2370¢ |
| POL (all kWhs, per kWh) | 0.0000¢ |

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

RIDER UPDATES:

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

Filed pursuant to Orders dated August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016 and March 28, 2018 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, before

The Public Utilities Commission of Ohio

This foregoing document was electronically filed with the Public Utilities

Commission of Ohio Docketing Information System on

12/14/2018 2:29:42 PM

in

Case No(s). 18-1818-EL-RDR, 89-6001-EL-TRF

Summary: Tariff Update to Rider NMB electronically filed by Karen A Sweeney on behalf of The Cleveland Electric Illuminating Company and Fanelli, Santino L. Mr.