

December 15, 2016

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

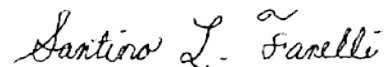
SUBJECT: Case Nos. 16-2043-EL-RDR
89-6006-EL-TRF

Dear Mrs. McNeal:

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 Ohio Edison Company. These tariff pages reflect changes to Rider NMB and its associated pages, which are being provided as part of the audit application for Rider NMB.

Please file one copy of the tariffs in Case Nos. 16-2043-EL-RDR and 89-6006-EL-TRF, and two copies to the Staff. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Santino L. Fanelli". The script is cursive and fluid.

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) Case No. 16-2043-EL-RDR
the Tariffs of Ohio Edison Company, The)
Cleveland Electric Illuminating Company)
and The Toledo Edison Company)
)
)

**NON-MARKET-BASED SERVICES RIDER (RIDER NMB) REPORT IN
SUPPORT OF STAFF'S 2017 ANNUAL REVIEW SUBMITTED BY OHIO
EDISON COMPANY, THE CLEVELAND ELECTRIC ILLUMINATING
COMPANY AND THE TOLEDO EDISON COMPANY**

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In its Order in Case No. 12-1230-EL-SSO (“Order”), the Commission clarified that 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, 2017.

In accordance with the Commission’s Orders in Case Nos. 12-1230-EL-SSO, 13-812-EL-RDR, 15-0648-EL-RDR, and 14-1297-EL-SSO, the Companies submit the following Exhibits:

- Exhibit A: Rider NMB – Rate Design (Tariff Effective March 1, 2017)
- Exhibit B: Rider NMB - Deferral Worksheet (Actual Costs and Revenues through November 30, 2016)
- Exhibit C: Rider NMB – Estimated (Over) Under Collection as of February 28, 2017
- Exhibit D: Rider NMB –Tariff Sheets Effective March 1, 2017

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

Respectfully submitted,

/s/ Carrie M. Dunn

Carrie M. Dunn (0076952)

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OHIO EDISON

CLEVELAND ELECTRIC ILLUMINATING COMPANY

TOLEDO 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-18 | RS | 33.24% | | | | | \$ 0.013858 per kWh |
| | GS | 22.31% | | | | | \$ 3.1033 per kW |
| | GP | 10.14% | | | | | \$ 3.7655 per kW |
| (A) | GSU | 0.76% | | | | | \$ 3.3937 per kVa |
| | GT | 33.54% | | | | | \$ 3.8822 per kVa |
| \$ 102,494,140 | TRF | 0.01% | | | | | \$ 0.007150 per kWh |

3 - Column (F): See Exhibit A, page 4 of 5 less Exhibit A, page 5 of 5 lines 18 - 21

DEMAND ALLOCATORS EXCLUDING 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 | | | | | | 46.54% |
| 4 | GS | | | | | | 29.70% |
| 5 | GP | | | | | | 9.78% |
| 6 | GSU | | | | | | 2.82% |
| 7 | GT | | | | | | 11.12% |
| 8 | Lighting* | | | | | | 0.04% |
| 9 | TOTAL | | | | | | 100.00% |
| 10 | | | | | | | |
| 11 | CEI | | | | | | |
| 12 | RS | | | | | | 38.81% |
| 13 | GS | | | | | | 38.77% |
| 14 | GP | | | | | | 1.90% |
| 15 | GSU | | | | | | 15.91% |
| 16 | GT | | | | | | 4.55% |
| 17 | Lighting* | | | | | | 0.06% |
| 18 | TOTAL | | | | | | 100.00% |
| 19 | | | | | | | |
| 20 | TE | | | | | | |
| 21 | RS | | | | | | 33.24% |
| 22 | GS | | | | | | 22.31% |
| 23 | GP | | | | | | 10.14% |
| 24 | GSU | | | | | | 0.76% |
| 25 | GT | | | | | | 33.54% |
| 26 | Lighting* | | | | | | 0.01% |
| 27 | TOTAL | | | | | | 100.00% |

Note(s):

1 - * Solely TRF contributes to the coincident peak

2 - Demand Allocation Factors based on 2016 Coincident Peaks Net of Pilot Participants

Estimated Rider NMB Expenses Excluding Pilot Participants (March 2017 - February 2018)

| Line | Company | G/L Account | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 | Jan-18 | Feb-18 | Total |
|------|-------------------------|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------|
| 1 | PJM Network Service | OE | 507003 | | | | | | | | | | | | |
| 2 | | CE | 507003 | | | | | | | | | | | | |
| 3 | | TE | 507003 | | | | | | | | | | | | |
| 4 | | Total | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | |
| 6 | PJM Ancillaries - Sch | OE | 507105 | | | | | | | | | | | | |
| 7 | 2 Reactive | CE | 507105 | | | | | | | | | | | | |
| 8 | | TE | 507105 | | | | | | | | | | | | |
| 9 | | Total | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | |
| 11 | Schedule 1A - | OE | 507502 | | | | | | | | | | | | |
| 12 | Scheduling and | CE | 507502 | | | | | | | | | | | | |
| 13 | Dispatch | TE | 507502 | | | | | | | | | | | | |
| 14 | | Total | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | |
| 16 | Non-Legacy RTEP | OE | 507509 | | | | | | | | | | | | |
| 17 | Expenses | CE | 507509 | | | | | | | | | | | | |
| 18 | | TE | 507509 | | | | | | | | | | | | |
| 19 | | Total | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | |
| 21 | Generation | OE | 507007 | | | | | | | | | | | | |
| 22 | Deactivation Charges | CE | 507007 | | | | | | | | | | | | |
| 23 | | TE | 507007 | | | | | | | | | | | | |
| 24 | | Total | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | | |
| 26 | Meter Correction | OE | 506012 | | | | | | | | | | | | |
| 27 | | CE | 506012 | | | | | | | | | | | | |
| 28 | | TE | 506012 | | | | | | | | | | | | |
| 29 | | Total | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | |
| 31 | Emergency Energy | OE | 506013 | | | | | | | | | | | | |
| 32 | | CE | 506013 | | | | | | | | | | | | |
| 33 | | TE | 506013 | | | | | | | | | | | | |
| 34 | | Total | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | | |
| 36 | Balancing Operating | OE | 507008 | | | | | | | | | | | | |
| 37 | Reserves, Balancing | CE | 507008 | | | | | | | | | | | | |
| 38 | Operating Reserve for | TE | 507008 | | | | | | | | | | | | |
| 39 | Load Response and | Total | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | | | |
| 41 | Planning Period | OE | 570039 | | | | | | | | | | | | |
| 42 | Congestion Uplift | CE | 570039 | | | | | | | | | | | | |
| 43 | | TE | 570039 | | | | | | | | | | | | |
| 44 | | Total | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | | |
| 46 | Total NMB Expense | OE | | | | | | | | | | | | | |
| 47 | | CE | | | | | | | | | | | | | |
| 48 | | TE | | | | | | | | | | | | | |
| 49 | | Total | | | | | | | | | | | | | |
| 50 | | | | | | | | | | | | | | | |
| 51 | Estimated Under / | OE | | | | | | | | | | | | | \$ 21,839,190 |
| 52 | (Over) Collection as of | CE | | | | | | | | | | | | | \$ 8,401,628 |
| 53 | February 28, 2017 | TE | | | | | | | | | | | | | \$ 5,844,616 |
| 54 | | Total | | | | | | | | | | | | | \$ 36,085,434 |
| 55 | | | | | | | | | | | | | | | |
| 56 | Rider NMB Revenue | OE | | | | | | | | | | | | | \$ 266,786,348 |
| 57 | Requirement (Before | CE | | | | | | | | | | | | | \$ 193,253,430 |
| 58 | CAT Tax) | TE | | | | | | | | | | | | | \$ 102,494,140 |
| 59 | | Total | | | | | | | | | | | | | \$ 562,533,918 |

| | |
|----|-------------|
| \$ | 21,839,190 |
| \$ | 8,401,628 |
| \$ | 5,844,616 |
| \$ | 36,085,434 |
| \$ | 266,786,348 |
| \$ | 193,253,430 |
| \$ | 102,494,140 |
| \$ | 562,533,918 |

Forecasted Billing Units (March 2017 - February 2018)

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

Note(s):

- 1 - Source: Forecast as of December 2016 including Pilot Participants
- 2 - * LTG includes Traffic Lighting only

Rider NMB Opt-Out Pilot Program Participants

| | | Expense Allocation | | |
|------|--------------------------------|-----------------------|-------|-------|
| Line | | OE | CE | TE |
| 1 | Total EDC NSPL | | | |
| 2 | NMB Pilot Participant NSPL | | | |
| 3 | GS | | | |
| 4 | GP | | | |
| 5 | GSU | | | |
| 6 | GT | | | |
| 7 | | | | |
| 8 | NMB Pilot Expense Allocation % | OE | CE | TE |
| 9 | GS | 0.00% | 0.01% | 0.00% |
| 10 | GP | 0.03% | 0.15% | 0.00% |
| 11 | GSU | 0.08% | 0.83% | 0.00% |
| 12 | GT | 1.68% | 2.57% | 1.74% |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | | Annual Billing Demand | | |
| 17 | | OE | CE | TE |
| 18 | GS | | | |
| 19 | GP | | | |
| 20 | GSU | | | |
| 21 | GT | | | |

Note(s):

- 1 - Line 1: Allocated 2017 Ohio Retail NSPL in hourly kW
- 2 - Lines 3-6: 2017 NSPL in hourly kW values for Rider NMB Opt-Out Pilot Program Participants
- 3 - Lines 9-12: 2017 NSPL values for Rider NMB Opt-Out Pilot Program Participants / Allocated 2017 Ohio Retail NSPL
- 4 - Lines 18-21: Est. Annual billing demand for Rider NMB Opt-Out Pilot Program Participants

OHIO EDISON COMPANY (OE)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2016

| Line No. | Description | Source | Prior period Balance | Jan 2016 | Feb 2016 | Mar 2016 | Apr 2016 | May 2016 | Jun 2016 | Jul 2016 | Aug 2016 | Sep 2016 | Oct 2016 | Nov 2016 | YTD 2016 |
|--|---|-------------------|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|------------------|------------------|-------------------|
| Adjusted NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | | |
| 40 | NITS Expenses | L9 + L25 | | \$ 17,853,291.48 | \$ 16,706,477.60 | \$ 17,902,268.77 | \$ 17,287,489.52 | \$ 17,859,442.52 | \$ 17,064,380.64 | \$ 17,633,257.54 | \$ 17,570,968.51 | \$ 16,959,741.44 | \$ 17,538,756.75 | \$ 17,001,651.57 | \$ 191,377,726.34 |
| 41 | Load Reconciliation for Reactive Services/Sch. 2 | L10 + L11 + L26 | | 831,617.04 | 616,530.06 | 836,012.33 | 840,561.88 | 839,124.52 | 810,765.08 | 792,876.17 | 806,708.46 | 807,189.01 | (435,433.71) | 705,314.95 | 7,451,265.79 |
| 42 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | | | | | | | | | | |
| 43 | MTEP Expenses | L12 + L27 | | 85,565.18 | 214,727.21 | 117,594.10 | 127,969.20 | 111,478.32 | 124,106.46 | 143,521.09 | 174,043.55 | 170,507.74 | 97,771.04 | 105,431.46 | 1,472,715.35 |
| 44 | PJM Integration Expenses | L13 + L28 | | | | | | | | | | | | | |
| 45 | MISO Exit Fee Expenses | L14 + L29 | | | | | | | | | | | | | |
| 46 | Legacy RTEP Expenses | L15 + L30 | | | | | | | | | | | | | |
| 47 | Non-Legacy RTEP Expenses | L16 + L31 | | | | | | | | | | | | | |
| 48 | Generation Deactivation Charges | L17 + L32 | | | | | | | | | | | | | |
| 49 | Meter Correction | L18 + L33 | | 49,226.51 | 50,833.28 | 50,514.08 | 40,824.25 | 55,490.56 | 47,326.79 | 1,630.61 | 96,679.02 | 51,579.87 | 49,606.01 | 46,334.09 | 540,045.07 |
| 50 | Emergency Energy | L19 + L34 | | - | - | - | - | - | - | (19,894.98) | (53,727.56) | (137,547.20) | 1,392,495.28 | 98,756.12 | 1,280,081.66 |
| 51 | Balancing Operating Reserves, Balancing Operating | L20 + L35 | | - | - | - | - | - | - | - | (3.99) | 0.04 | - | - | (3.95) |
| 52 | Planning Period Congestion Uplift | L21 + L36 | | - | - | - | - | - | - | 348,360.07 | 296,759.37 | 145,787.97 | 192,184.18 | 35,604.01 | 1,018,695.60 |
| 53 | | L22 + L37 | | - | - | - | - | - | - | - | - | - | - | - | - |
| 54 | Total Adjusted NITS & Other FERC/RTO Expenses | SUM (L40- L53) | | \$ 20,911,790.37 | \$ 19,606,807.50 | \$ 20,967,961.14 | \$ 20,352,859.02 | \$ 20,951,782.94 | \$ 20,063,847.31 | \$ 21,069,551.71 | \$ 21,083,787.61 | \$ 20,183,749.29 | \$ 21,023,323.23 | \$ 20,185,096.11 | \$ 226,400,556.23 |
| NITS & Other FERC/RTO Expenses Not Recoverable: | | | | | | | | | | | | | | | |
| 55 | PJM Integration Expenses | L44 | | | | | | | | | | | | | |
| 56 | MISO Exit Fee Expenses | L45 | | | | | | | | | | | | | |
| 57 | Legacy RTEP Expenses | L46 | | | | | | | | | | | | | |
| 58 | Total NITS Expenses Not Recoverable | SUM (L55- L57) | | | | | | | | | | | | | |
| Note - Not Recoverable Legacy RTEP Expenses Criteria: Longer of: 5 year period (6/1/2011 thru 5/31/2016) or \$360 M of Legacy RTEP Expenses | | | | | | | | | | | | | | | |
| 59 | Cumulative Legacy RTEP Expenses (Only) | L57 + Prev L59 | | | | | | | | | | | | | |
| Recoverable NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | | |
| 60 | Total Adjusted Rider NMB Monthly Recoverable Expenses | L54 - L58 | | \$ 19,373,368.17 | \$ 18,228,718.40 | \$ 19,503,423.95 | \$ 18,893,769.29 | \$ 19,472,602.60 | \$ 18,722,661.92 | \$ 19,497,888.81 | \$ 19,980,768.79 | \$ 18,845,174.49 | \$ 19,682,133.69 | \$ 18,843,557.65 | \$ 211,044,067.76 |
| 61 | Monthly NET NMB Principal Balance | L60 - L8 | | \$ 4,174,080.59 | \$ 3,566,169.69 | \$ 1,736,923.70 | \$ 1,880,000.59 | \$ 2,249,493.02 | \$ (677,083.68) | \$ (982,380.61) | \$ (2,045,170.34) | \$ (12,997.71) | \$ 2,676,607.78 | \$ 1,802,746.05 | \$ 14,368,389.08 |
| Calculate Interest | | | | | | | | | | | | | | | |
| 62 | Balance Subject to Interest | L61 /2 + Prev L72 | | \$ 6,460,654.47 | \$ 10,365,990.18 | \$ 13,074,031.52 | \$ 14,953,747.14 | \$ 17,099,991.86 | \$ 17,979,391.49 | \$ 17,247,647.03 | \$ 15,827,871.23 | \$ 14,885,049.11 | \$ 16,297,977.66 | \$ 18,626,478.56 | |
| 63 | Prior Period Interest Adjustment | | | | - | - | - | - | - | - | - | - | - | - | |
| 64 | Bal. Subject to Interest after Prior Period Adj. | L62 + L63 | | \$ 6,460,654.47 | \$ 10,365,990.18 | \$ 13,074,031.52 | \$ 14,953,747.14 | \$ 17,099,991.86 | \$ 17,979,391.49 | \$ 17,247,647.03 | \$ 15,827,871.23 | \$ 14,885,049.11 | \$ 16,297,977.66 | \$ 18,626,478.56 | |
| 65 | Starting 7/1/15, Cost of long-term debt approved in Case N | 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% | |
| 66 | Monthly Embedded Cost to Long-Term Debt | L65 / 12 | | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | |
| 67 | Monthly NMB Interest | L64 x L66 | | \$ 35,210.57 | \$ 56,494.65 | \$ 71,253.47 | \$ 81,497.92 | \$ 93,194.96 | \$ 97,987.68 | \$ 93,999.68 | \$ 86,261.90 | \$ 81,123.52 | \$ 88,823.98 | \$ 101,514.31 | \$ 887,362.64 |
| 68 | Prior Period Principal Balance Adj. | G/A | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 69 | Monthly NMB Principal & Interest | L67 + L68 | | \$ 4,209,291.16 | \$ 3,622,664.34 | \$ 1,808,177.17 | \$ 1,961,498.51 | \$ 2,342,687.98 | \$ (579,096.00) | \$ (888,380.93) | \$ (1,958,908.44) | \$ 68,125.81 | \$ 2,765,431.76 | \$ 1,904,260.36 | |
| 70 | Cumulative NMB Principal Balance | L61 + Prev L70 | \$ 5,657,582.04 | \$ 9,831,662.63 | \$ 13,397,832.32 | \$ 15,134,756.02 | \$ 17,014,756.61 | \$ 19,264,249.63 | \$ 18,587,165.95 | \$ 17,604,785.34 | \$ 15,559,615.00 | \$ 15,546,617.29 | \$ 18,223,225.07 | \$ 20,025,971.12 | |
| 71 | Cumulative NMB Interest Balance | L67 + Prev L71 | (1,283,967.87) | (1,248,757.30) | (1,192,262.65) | (1,121,009.18) | (1,039,511.26) | (946,316.30) | (848,328.62) | (754,328.94) | (668,067.04) | (586,943.52) | (498,119.54) | (396,605.23) | |
| 72 | Total Cumulative NMB Principal & Interest | L70 + L71 | \$ 4,373,614.17 | \$ 8,582,905.33 | \$ 12,205,569.67 | \$ 14,013,746.84 | \$ 15,975,245.35 | \$ 18,317,933.33 | \$ 17,738,837.33 | \$ 16,850,456.40 | \$ 14,891,547.96 | \$ 14,959,673.77 | \$ 17,725,105.53 | \$ 19,629,365.89 | |

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, 2016

| Line No. | Description | Source | Prior Period Balances | Jan 2016 | Feb 2016 | Mar 2016 | Apr 2016 | May 2016 | Jun 2016 | Jul 2016 | Aug 2016 | Sep 2016 | Oct 2016 | Nov 2016 | YTD 2016 |
|--|---|-------------------|-----------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|-------------------|
| Adjusted NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | | |
| 40 | NITS Expenses | L9 + L25 | | \$ 13,605,689.40 | \$ 12,724,442.31 | \$ 13,624,025.44 | \$ 13,163,597.24 | \$ 13,591,844.16 | \$ 12,790,288.17 | \$ 13,187,473.71 | \$ 13,208,635.74 | \$ 12,746,636.93 | \$ 13,083,831.99 | \$ 12,617,907.07 | \$ 144,344,372.16 |
| 41 | Load Reconciliation for Reactive Services/Sch. 2 | L10 + L11 + L26 | | 633,692.87 | 469,428.32 | 636,002.96 | 639,999.60 | 638,418.83 | 607,693.22 | 592,852.11 | 606,370.94 | 606,706.57 | (337,518.11) | 523,284.11 | 5,616,931.42 |
| 42 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | | | | | | | | | | |
| 43 | MTEP Expenses | L12 + L27 | | 64,694.61 | 155,493.18 | 71,287.84 | 97,786.12 | 82,229.44 | 96,375.41 | 108,676.89 | 131,512.18 | 125,297.94 | 72,552.66 | 79,620.03 | 1,085,526.30 |
| 44 | PJM Integration Expenses | L13 + L28 | | | | | | | | | | | | | |
| 45 | MISO Exit Fee Expenses | L14 + L29 | | | | | | | | | | | | | |
| 46 | Legacy RTEP Expenses | L15 + L30 | | | | | | | | | | | | | |
| 47 | Non-Legacy RTEP Expenses | L16 + L31 | | | | | | | | | | | | | |
| 48 | Generation Deactivation Charges | L17 + L32 | | | | | | | | | | | | | |
| 49 | Meter Correction | L18 + L33 | | 37,386.85 | 38,659.48 | 38,544.82 | 31,076.52 | 42,248.07 | 36,045.83 | 1,226.05 | 72,469.30 | 38,500.27 | 37,478.48 | 34,791.15 | 408,426.82 |
| 50 | Emergency Energy | L19 + L34 | | - | - | - | - | - | - | (9,878.70) | (26,987.77) | (71,198.45) | 705,925.49 | 70,264.05 | 668,124.62 |
| 51 | Balancing Operating Reserves, Balancing Operating | L20 + L35 | | - | - | - | - | - | - | - | (1.99) | (0.03) | - | - | (2.02) |
| 52 | Planning Period Congestion Uplift | L21 + L36 | | - | - | - | - | - | - | 172,975.36 | 149,306.06 | 77,108.88 | 96,826.13 | 21,124.87 | 517,341.30 |
| 53 | | L22 + L37 | | - | - | - | - | - | - | - | - | - | - | - | - |
| 54 | Total Adjusted NITS & Other FERC/RTO Expenses | SUM (L40- L53) | | \$ 15,932,260.62 | \$ 14,929,253.81 | \$ 15,937,911.09 | \$ 15,497,976.81 | \$ 15,942,082.43 | \$ 15,042,908.30 | \$ 15,676,215.91 | \$ 15,789,051.88 | \$ 15,166,483.07 | \$ 15,291,411.78 | \$ 14,973,366.61 | \$ 170,178,922.31 |
| NITS & Other FERC/RTO Expenses Not Recoverable: | | | | | | | | | | | | | | | |
| 55 | PJM Integration Expenses | L44 | | | | | | | | | | | | | |
| 56 | MISO Exit Fee Expenses | L45 | | | | | | | | | | | | | |
| 57 | Legacy RTEP Expenses | L46 | | | | | | | | | | | | | |
| 58 | Total NITS Expenses Not Recoverable | SUM (L55- L57) | | | | | | | | | | | | | |
| Note - Not Recoverable Legacy RTEP Expenses Criteria: Longer of: 5 year period (6/1/2011 thru 5/31/2016) or \$360 M of Legacy RTEP Expenses | | | | | | | | | | | | | | | |
| 59 | Cumulative Legacy RTEP Expenses (Only) | L57 + Prev L59 | | | | | | | | | | | | | |
| Recoverable NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | | |
| 60 | Total Adjusted Rider NMB Monthly Recoverable Expenses | L54 - L58 | | \$ 14,762,784.10 | \$ 13,876,798.04 | \$ 14,824,279.77 | \$ 14,386,799.37 | \$ 14,816,995.87 | \$ 14,044,793.97 | \$ 14,494,097.74 | \$ 14,955,177.70 | \$ 14,163,672.63 | \$ 14,294,927.01 | \$ 13,976,108.36 | \$ 158,596,434.56 |
| 61 | Monthly NET NMB Principal Balance | L60 - L8 | | \$ 2,290,117.90 | \$ 2,416,163.70 | \$ 815,968.52 | \$ 792,423.57 | \$ 1,373,729.10 | \$ (1,357,854.75) | \$ (1,098,774.17) | \$ (2,170,068.36) | \$ (523,741.21) | \$ 1,088,394.31 | \$ 900,083.71 | \$ 4,526,442.32 |
| Calculate Interest | | | | | | | | | | | | | | | |
| 62 | Balance Subject to Interest | L61 /2 + Prev L72 | | \$ 3,129,840.61 | \$ 5,500,039.04 | \$ 7,146,080.36 | \$ 7,989,222.55 | \$ 9,115,840.14 | \$ 9,173,458.64 | \$ 7,995,139.54 | \$ 6,404,291.78 | \$ 5,092,290.39 | \$ 5,402,369.92 | \$ 6,426,051.85 | |
| 63 | Prior Period Interest Adjustment | | | | - | - | - | - | - | - | - | - | - | - | |
| 64 | Bal. Subject to Interest after Prior Period Adj. | L62 + L63 | | \$ 3,129,840.61 | \$ 5,500,039.04 | \$ 7,146,080.36 | \$ 7,989,222.55 | \$ 9,115,840.14 | \$ 9,173,458.64 | \$ 7,995,139.54 | \$ 6,404,291.78 | \$ 5,092,290.39 | \$ 5,402,369.92 | \$ 6,426,051.85 | |
| 65 | Starting 7/1/15, Cost of long-term debt approved in Case N | 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% | |
| 66 | Monthly Embedded Cost to Long-Term Debt | L65 / 12 | | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | |
| 67 | Monthly NMB Interest | L64 x L66 | | \$ 17,057.63 | \$ 29,975.21 | \$ 38,946.14 | \$ 43,541.26 | \$ 49,681.33 | \$ 49,995.35 | \$ 43,573.51 | \$ 34,903.39 | \$ 27,752.98 | \$ 29,442.92 | \$ 35,021.98 | \$ 399,891.70 |
| 68 | Prior Period Principal Balance Adj. | G/A | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 69 | Monthly NMB Principal & Interest | L67 + L68 | | \$ 2,307,175.53 | \$ 2,446,138.91 | \$ 854,914.66 | \$ 835,964.83 | \$ 1,423,410.43 | \$ (1,307,859.40) | \$ (1,055,200.66) | \$ (2,135,164.97) | \$ (495,988.23) | \$ 1,117,837.23 | \$ 935,105.69 | |
| 70 | Cumulative NMB Principal Balance | L61 + Prev L70 | \$ 2,554,093.03 | \$ 4,844,210.93 | \$ 7,260,374.63 | \$ 8,076,343.15 | \$ 8,868,766.72 | \$ 10,242,495.82 | \$ 8,884,641.07 | \$ 7,785,866.90 | \$ 5,615,798.54 | \$ 5,092,057.33 | \$ 6,180,451.64 | \$ 7,080,535.35 | |
| 71 | Cumulative NMB Interest Balance | L67 + Prev L71 | (569,311.37) | (552,253.74) | (522,278.53) | (483,332.39) | (439,791.13) | (390,109.80) | (340,114.45) | (296,540.94) | (261,637.55) | (233,884.57) | (204,441.65) | (169,419.67) | |
| 72 | Total Cumulative NMB Principal & Interest | L70 + L71 | \$ 1,984,781.66 | \$ 4,291,957.19 | \$ 6,738,096.10 | \$ 7,593,010.76 | \$ 8,428,975.59 | \$ 9,852,386.02 | \$ 8,544,526.62 | \$ 7,489,325.96 | \$ 5,354,160.99 | \$ 4,858,172.76 | \$ 5,976,009.99 | \$ 6,911,115.68 | |

THE TOLEDO EDISON COMPANY (TE)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2016

| Line No. | Description | Source | Prior Period Balances | Jan 2016 | Feb 2016 | Mar 2016 | Apr 2016 | May 2016 | Jun 2016 | Jul 2016 | Aug 2016 | Sep 2016 | Oct 2016 | Nov 2016 | YTD 2016 |
|--|---|-------------------|-----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Adjusted NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | | |
| 40 | NITS Expenses | L9 + L25 | | \$ 7,169,429.91 | \$ 6,704,887.69 | \$ 7,181,672.81 | \$ 6,939,296.42 | \$ 7,166,687.37 | \$ 6,897,198.18 | \$ 7,091,013.02 | \$ 7,102,334.78 | \$ 6,880,872.81 | \$ 7,064,361.40 | \$ 6,828,104.11 | \$ 77,025,858.50 |
| 41 | Load Reconciliation for Reactive Services/Sch. 2 | L10 + L11 + L26 | | 333,997.83 | 247,747.41 | 335,365.27 | 337,372.06 | 336,694.43 | 327,628.91 | 318,954.03 | 325,997.05 | 327,499.49 | (174,213.08) | 283,061.55 | 3,000,104.95 |
| 42 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | L12 + L27 | | 18,225.81 | 85,310.15 | 90,584.32 | 54,389.52 | 47,603.52 | 54,512.12 | 57,749.75 | 69,244.07 | 69,232.81 | 42,623.80 | 43,834.95 | 633,310.82 |
| 43 | MTEP Expenses | L13 + L28 | | | | | | | | | | | | | |
| 44 | PJM Integration Expenses | L14 + L29 | | | | | | | | | | | | | |
| 45 | MISO Exit Fee Expenses | L15 + L30 | | | | | | | | | | | | | |
| 46 | Legacy RTEP Expenses | L16 + L31 | | | | | | | | | | | | | |
| 47 | Non-Legacy RTEP Expenses | L17 + L32 | | | | | | | | | | | | | |
| 48 | Generation Deactivation Charges | L18 + L33 | | 19,536.21 | 20,199.72 | 20,492.27 | 16,375.84 | 22,281.47 | 19,003.92 | 645.95 | 39,079.12 | 20,649.94 | 20,159.93 | 18,859.72 | 217,284.09 |
| 49 | Meter Correction | L19 + L34 | | - | - | - | - | - | - | (4,916.22) | (13,167.84) | (34,730.12) | 347,768.17 | 37,791.61 | 332,745.60 |
| 50 | Emergency Energy | L20 + L35 | | - | - | - | - | - | - | - | (0.98) | (0.01) | - | - | (0.99) |
| 51 | Balancing Operating Reserves, Balancing Operating | L21 + L36 | | - | - | - | - | - | - | 86,082.73 | 72,646.63 | 37,447.75 | 47,955.04 | 10,889.94 | 255,022.09 |
| 52 | Planning Period Congestion Uplift | L22 + L37 | | - | - | - | - | - | - | - | - | - | - | - | - |
| 53 | | | | | | | | | | | | | | | |
| 54 | Total Adjusted NITS & Other FERC/RTO Expenses | SUM (L40- L53) | | \$ 8,372,322.70 | \$ 7,877,101.70 | \$ 8,454,946.60 | \$ 8,172,687.40 | \$ 8,410,408.10 | \$ 8,113,453.37 | \$ 8,422,413.76 | \$ 8,482,051.11 | \$ 8,188,066.11 | \$ 8,230,518.92 | \$ 8,102,289.46 | \$ 90,826,259.23 |
| NITS & Other FERC/RTO Expenses Not Recoverable: | | | | | | | | | | | | | | | |
| 55 | PJM Integration Expenses | L44 | | | | | | | | | | | | | |
| 56 | MISO Exit Fee Expenses | L45 | | | | | | | | | | | | | |
| 57 | Legacy RTEP Expenses | L46 | | | | | | | | | | | | | |
| 58 | Total NITS Expenses Not Recoverable | SUM (L55- L57) | | | | | | | | | | | | | |
| Note - Not Recoverable Legacy RTEP Expenses Criteria: Longer of: 5 year period (6/1/2011 thru 5/31/2016) or \$360 M of Legacy RTEP Expenses | | | | | | | | | | | | | | | |
| 59 | Cumulative Legacy RTEP Expenses (Only) | L57 + Prev L59 | | | | | | | | | | | | | |
| Recoverable NITS & Other FERC/RTO Expenses: | | | | | | | | | | | | | | | |
| 60 | Total Adjusted Rider NMB Monthly Recoverable Expenses | L54 - L58 | | \$ 7,760,983.07 | \$ 7,317,592.96 | \$ 7,867,607.41 | \$ 7,587,067.64 | \$ 7,816,976.17 | \$ 7,569,524.39 | \$ 7,793,076.18 | \$ 8,033,110.49 | \$ 7,645,565.93 | \$ 7,693,238.27 | \$ 7,562,625.79 | \$ 84,647,368.30 |
| 61 | Monthly NET NMB Principal Balance | L60 - L8 | | \$ 1,277,492.08 | \$ 1,291,081.71 | \$ 849,989.63 | \$ 601,432.71 | \$ 725,682.20 | \$ (321,854.47) | \$ (591,751.42) | \$ (513,726.04) | \$ (12,287.58) | \$ 507,459.24 | \$ 293,526.67 | \$ 4,107,044.73 |
| Calculate Interest | | | | | | | | | | | | | | | |
| 62 | Balance Subject to Interest | L61 /2 + Prev L72 | | \$ 1,006,545.20 | \$ 2,296,317.77 | \$ 3,379,368.37 | \$ 4,123,497.10 | \$ 4,809,527.61 | \$ 5,037,653.41 | \$ 4,608,305.67 | \$ 4,080,682.21 | \$ 3,839,915.12 | \$ 4,108,428.49 | \$ 4,531,312.39 | |
| 63 | Prior Period Interest Adjustment | | | | | - | | - | - | | | | | | |
| 64 | Bal. Subject to Interest after Prior Period Adj. | L62 + L63 | | \$ 1,006,545.20 | \$ 2,296,317.77 | \$ 3,379,368.37 | \$ 4,123,497.10 | \$ 4,809,527.61 | \$ 5,037,653.41 | \$ 4,608,305.67 | \$ 4,080,682.21 | \$ 3,839,915.12 | \$ 4,108,428.49 | \$ 4,531,312.39 | |
| 65 | 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% | |
| 66 | Monthly Embedded Cost to Long-Term Debt | L65 / 12 | | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | 0.55% | |
| 67 | Monthly NMB Interest | L64 x L66 | | \$ 5,485.67 | \$ 12,514.93 | \$ 18,417.56 | \$ 22,473.06 | \$ 26,211.93 | \$ 27,455.21 | \$ 25,115.27 | \$ 22,239.72 | \$ 20,927.54 | \$ 22,390.94 | \$ 24,695.65 | \$ 227,927.48 |
| 68 | Prior Period Principal Balance Adj. | G/A | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 69 | Monthly NMB Principal & Interest | L67 + L68 | | \$ 1,282,977.75 | \$ 1,303,596.64 | \$ 868,407.19 | \$ 623,905.77 | \$ 751,894.13 | \$ (294,399.26) | \$ (566,636.15) | \$ (491,486.32) | \$ 8,639.96 | \$ 529,850.18 | \$ 318,222.32 | |
| 70 | Cumulative NMB Principal Balance | L61 + Prev L70 | \$ 1,216,179.54 | \$ 2,493,671.62 | \$ 3,784,753.33 | \$ 4,634,742.96 | \$ 5,236,175.67 | \$ 5,961,857.87 | \$ 5,640,003.40 | \$ 5,048,251.98 | \$ 4,534,525.94 | \$ 4,522,238.36 | \$ 5,029,697.60 | \$ 5,323,224.27 | |
| 71 | Cumulative NMB Interest Balance | L67 + Prev L71 | (848,380.38) | (842,894.71) | (830,379.78) | (811,962.22) | (789,489.16) | (763,277.23) | (735,822.02) | (710,706.75) | (688,467.03) | (667,539.49) | (645,148.55) | (620,452.90) | |
| 72 | Total Cumulative NMB Principal & Interest | L70 + L71 | \$ 367,799.16 | \$ 1,650,776.91 | \$ 2,954,373.55 | \$ 3,822,780.74 | \$ 4,446,686.51 | \$ 5,198,580.64 | \$ 4,904,181.38 | \$ 4,337,545.23 | \$ 3,846,058.91 | \$ 3,854,698.87 | \$ 4,384,549.05 | \$ 4,702,771.37 | |

| OHIO EDISON COMPANY (OE) | | | | | | |
|--|---|-------------------|----------------------|------------------|------------------|------------------|
| Estimated (Over) / Under Collection as of February 28, 2017 | | | | | | |
| Line No. | Description | Source | Actual | FORECAST | FORECAST | FORECAST |
| | | | Prior period Balance | Dec 2016 | Jan 2017 | Feb 2017 |
| Revenues - Start 6/1/2011 | | | | | | |
| 1 | Non-Market Based Rider (NMB) Revenues | Sales Report | | \$ 19,571,396.22 | \$ 19,647,290.18 | \$ 18,198,538.54 |
| 2 | Prior Period NMB Revenue Adjustment | | | - | - | - |
| 3 | Total Adjusted NMB Revenues | L1 + L2 | | \$ 19,571,396.22 | \$ 19,647,290.18 | \$ 18,198,538.54 |
| 4 | CAT Tax | Taxes | | 0.2600% | 0.2600% | 0.2600% |
| 5 | CAT Amount | L3 x L4 | | 50,885.63 | 51,082.95 | 47,316.20 |
| 6 | Prior Period CAT Adjustment | | | - | - | - |
| 7 | Total Adjusted CAT Amount | L5 + L6 | | 50,885.63 | 51,082.95 | 47,316.20 |
| 8 | NMB Revenues Excluding CAT | L3 - L7 | | \$ 19,520,510.59 | \$ 19,596,207.23 | \$ 18,151,222.34 |
| Network Integration Transmission Service (NITS) & Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs | | | | | | |
| NITS & Other FERC/RTO Expenses: | | | | | | |
| 9 | NITS Expenses | 507003 | | | | |
| 10 | Load Reconciliation for Reactive Services/Sch. 2 Effective Oct 2012 this G/L will | 507101 | | | | |
| 11 | Load Reconciliation for Reactive Services/Sch. 2 | 507105 | | | | |
| 12 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | 507502 | | | | |
| 13 | Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses | 507513 | | | | |
| 14 | PJM Integration Expenses | 507514 | | | | |
| 15 | MISO Exit Fee Expenses | 507515 | | | | |
| 16 | Legacy Regional Transmission Expansion Plan (RTEP) Expenses | 507510 | | | | |
| 17 | Non-Legacy RTEP Expenses | 507509 | | | | |
| 18 | Generation Deactivation Charges | 507007 | | | | |
| 19 | Meter Correction | 506012 | | | | |
| 20 | Emergency Energy | 506013 | | | | |
| 21 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rspnse and | 507008 | | | | |
| 22 | Planning Period Congestion Uplift | 570039 | | | | |
| 23 | Total NITS & Other FERC/RTO Expenses | SUM (L9- L22) | | \$ 19,478,756.75 | \$ 20,781,029.53 | \$ 18,884,155.70 |
| Prior Period NITS & Other FERC/RTO Expense Adjustments: | | | | | | |
| 24 | NITS Expenses | | | | | |
| 25 | Load Reconciliation for Reactive Services/Sch. 2 | | | | | |
| 26 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | |
| 27 | MTEP Expenses | | | | | |
| 28 | PJM Integration Expenses | | | | | |
| 29 | MISO Exit Fee Expenses | | | | | |
| 30 | Legacy RTEP Expenses | | | | | |
| 31 | Non-Legacy RTEP Expenses | | | | | |
| 32 | Generation Deactivation Charges | | | | | |
| 33 | Meter Correction | 506012 | | | | |
| 34 | Emergency Energy | 506013 | | | | |
| 35 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rspnse and | 507008 | | | | |
| 36 | Planning Period Congestion Uplift | 570039 | | | | |
| 37 | Total Prior Period NITS & Other FERC/RTO Expense Adjustments | SUM (L24- L36) | | | | |
| Adjusted NITS & Other FERC/RTO Expenses: | | | | | | |
| 38 | NITS Expenses | L9 + L24 | | | | |
| 39 | Load Reconciliation for Reactive Services/Sch. 2 | L10 + L11 + L25 | | | | |
| 40 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | |
| 41 | MTEP Expenses | L12 + L26 | | | | |
| 42 | PJM Integration Expenses | L13 + L27 | | | | |
| 43 | MISO Exit Fee Expenses | L14 + L28 | | | | |
| 44 | Legacy RTEP Expenses | L15 + L29 | | | | |
| 45 | Non-Legacy RTEP Expenses | L16 + L30 | | | | |
| 46 | Generation Deactivation Charges | L17 + L31 | | | | |
| 47 | Meter Correction | L18 + L32 | | | | |
| 48 | Emergency Energy | L19 + L33 | | | | |
| 49 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rspnse and | L20 + L34 | | | | |
| 50 | Planning Period Congestion Uplift | L21 + L35 | | | | |
| 51 | Total Adjusted NITS & Other FERC/RTO Expenses | SUM (L38- L50) | | \$ 19,478,756.75 | \$ 20,781,029.53 | \$ 18,884,155.70 |
| NITS & Other FERC/RTO Expenses Not Recoverable: | | | | | | |
| 52 | PJM Integration Expenses | L42 | | | | |
| 53 | MISO Exit Fee Expenses | L43 | | | | |
| 54 | Legacy RTEP Expenses | L44 | | | | |
| 55 | Total NITS Expenses Not Recoverable | SUM (L52- L54) | | | | |
| Note - Not Recoverable Legacy RTEP Expenses Criteria: Longer of: 5 year period (6/1/2011 thru 5/31/2016) or \$360 M of Legacy RTEP Expenses | | | | | | |
| 56 | Cumulative Legacy RTEP Expenses (Only) | L54 + Prev L56 | | | | |
| Recoverable NITS & Other FERC/RTO Expenses: | | | | | | |
| 57 | Total Adjusted Rider NMB Monthly Recoverable Expenses | L51 - L55 | | \$ 19,478,756.75 | \$ 20,781,029.53 | \$ 18,884,155.70 |
| 58 | Monthly NET NMB Principal Balance | L57 - L8 | | \$ (41,753.84) | \$ 1,184,822.29 | \$ 732,933.37 |
| Calculate Interest | | | | | | |
| 59 | Balance Subject to Interest | L58 /2 + Prev L69 | | \$ 19,608,488.97 | \$ 20,286,889.45 | \$ 21,356,330.84 |
| 60 | Prior Period Interest Adjustment | | | - | - | - |
| 61 | Bal. Subject to Interest after Prior Period Adj. | L59 + L60 | | \$ 19,608,488.97 | \$ 20,286,889.45 | \$ 21,356,330.84 |
| 62 | Starting 7/1/15, Cost of long-term debt approved in Case No. 07-551-EL-AIR | Treasury | | 6.540% | 6.540% | 6.540% |
| 63 | Monthly Embedded Cost to Long-Term Debt | L62 / 12 | | 0.55% | 0.55% | 0.55% |
| 64 | Monthly NMB Interest | L61 x L63 | | \$ 106,866.26 | \$ 110,563.55 | \$ 116,392.00 |
| 65 | Prior Period Principal Balance Adj. | | | | | |
| 66 | Monthly NMB Principal & Interest | L58 + L64 | | \$ 65,112.42 | \$ 1,295,385.84 | \$ 849,325.37 |
| 67 | Cumulative NMB Principal Balance | L58 + Prev L67 | 20,025,971.12 | \$ 19,984,217.28 | \$ 21,169,039.57 | \$ 21,901,972.94 |
| 68 | Cumulative NMB Interest Balance | L64 + Prev L68 | (396,605.23) | (289,738.97) | (179,175.42) | (62,783.42) |
| 69 | Total Cumulative NMB Principal & Interest | L67 + L68 | \$ 19,629,365.89 | \$ 19,694,478.31 | \$ 20,989,864.15 | \$ 21,839,189.52 |

| THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI) Estimated (Over) / Under Collection as of February 28, 2017 | | | | | | |
|--|---|-------------------|-----------------------|------------------|------------------|------------------|
| Line No. | Description | Source | Actual | FORECAST | FORECAST | FORECAST |
| | | | Prior Period Balances | Dec 2016 | Jan 2017 | Feb 2017 |
| Revenues - Start 6/1/2011 | | | | | | |
| 1 | Non-Market Based Rider (NMB) Revenues | Sales Report | | \$ 14,478,377.46 | \$ 14,740,006.99 | \$ 13,915,627.76 |
| 2 | Prior Period NMB Revenue Adjustment | | | - | - | - |
| 3 | Total Adjusted NMB Revenues | L1 + L2 | | \$ 14,478,377.46 | \$ 14,740,006.99 | \$ 13,915,627.76 |
| 4 | CAT Tax | Taxes | | 0.2600% | 0.2600% | 0.2600% |
| 5 | CAT Amount | L3 x L4 | | 37,643.78 | 38,324.02 | 36,180.63 |
| 6 | Prior Period CAT Adjustment | | | - | - | - |
| 7 | Total Adjusted CAT Amount | L5 + L6 | | 37,643.78 | 38,324.02 | 36,180.63 |
| 8 | NMB Revenues Excluding CAT | L3 - L7 | | \$ 14,440,733.68 | \$ 14,701,682.97 | \$ 13,879,447.13 |
| Network Integration Transmission Service (NITS) & Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs | | | | | | |
| NITS & Other FERC/RTO Expenses: | | | | | | |
| 9 | NITS Expenses | 507003 | | | | |
| 10 | Load Reconciliation for Reactive Services/Sch. 2 Effective Oct 2012 this G/L will | 507101 | | | | |
| 11 | Load Reconciliation for Reactive Services/Sch. 2 | 507105 | | | | |
| 12 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | 507502 | | | | |
| 13 | Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses | 507513 | | | | |
| 14 | PJM Integration Expenses | 507514 | | | | |
| 15 | MISO Exit Fee Expenses | 507515 | | | | |
| 16 | Legacy Regional Transmission Expansion Plan (RTEP) Expenses | 507510 | | | | |
| 17 | Non-Legacy RTEP Expenses | 507509 | | | | |
| 18 | Generation Deactivation Charges | 507007 | | | | |
| 19 | Meter Correction | 506012 | | | | |
| 20 | Emergency Energy | 506013 | | | | |
| 21 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rspnse and | 507008 | | | | |
| 22 | Planning Period Congestion Uplift | 570039 | | | | |
| 23 | Total NITS & Other FERC/RTO Expenses | SUM (L9- L22) | | \$ 14,463,831.99 | \$ 15,681,922.17 | \$ 14,243,671.64 |
| Prior Period NITS & Other FERC/RTO Expense Adjustments: | | | | | | |
| 24 | NITS Expenses | | | | | |
| 25 | Load Reconciliation for Reactive Services/Sch. 2 | | | | | |
| 26 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | |
| 27 | MTEP Expenses | | | | | |
| 28 | PJM Integration Expenses | | | | | |
| 29 | MISO Exit Fee Expenses | | | | | |
| 30 | Legacy RTEP Expenses | | | | | |
| 31 | Non-Legacy RTEP Expenses | | | | | |
| 32 | Generation Deactivation Charges | | | | | |
| 33 | Meter Correction | 506012 | | | | |
| 34 | Emergency Energy | 506013 | | | | |
| 35 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rspnse and | 507008 | | | | |
| 36 | Planning Period Congestion Uplift | 570039 | | | | |
| 37 | Total Prior Period NITS & Other FERC/RTO Expense Adjustments | SUM (L24- L36) | | | | |
| Adjusted NITS & Other FERC/RTO Expenses: | | | | | | |
| 38 | NITS Expenses | L9 + L24 | | | | |
| 39 | Load Reconciliation for Reactive Services/Sch. 2 | L10 + L11 + L25 | | | | |
| 40 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | |
| 41 | MTEP Expenses | L12 + L26 | | | | |
| 42 | PJM Integration Expenses | L13 + L27 | | | | |
| 43 | MISO Exit Fee Expenses | L14 + L28 | | | | |
| 44 | Legacy RTEP Expenses | L15 + L29 | | | | |
| 45 | Non-Legacy RTEP Expenses | L16 + L30 | | | | |
| 46 | Generation Deactivation Charges | L17 + L31 | | | | |
| 47 | Meter Correction | L18 + L32 | | | | |
| 48 | Emergency Energy | L19 + L33 | | | | |
| 49 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rspnse and | L20 + L34 | | | | |
| 50 | Planning Period Congestion Uplift | L21 + L35 | | | | |
| 51 | Total Adjusted NITS & Other FERC/RTO Expenses | SUM (L38- L50) | | \$ 14,463,831.99 | \$ 15,681,922.17 | \$ 14,243,671.64 |
| NITS & Other FERC/RTO Expenses Not Recoverable: | | | | | | |
| 52 | PJM Integration Expenses | L42 | | | | |
| 53 | MISO Exit Fee Expenses | L43 | | | | |
| 54 | Legacy RTEP Expenses | L44 | | | | |
| 55 | Total NITS Expenses Not Recoverable | SUM (L52- L54) | | | | |
| Note - Not Recoverable Legacy RTEP Expenses Criteria: Longer of: 5 year period (6/1/2011 thru 5/31/2016) or \$360 M of Legacy RTEP Expenses | | | | | | |
| 56 | Cumulative Legacy RTEP Expenses (Only) | L54 + Prev L56 | | | | |
| Recoverable NITS & Other FERC/RTO Expenses: | | | | | | |
| 57 | Total Adjusted Rider NMB Monthly Recoverable Expenses | L51 - L55 | | \$ 14,463,831.99 | \$ 15,681,922.17 | \$ 14,243,671.64 |
| 58 | Monthly NET NMB Principal Balance | L57 - L8 | | \$ 23,098.31 | \$ 980,239.20 | \$ 364,224.51 |
| Calculate Interest | | | | | | |
| 59 | Balance Subject to Interest | L58 /2 + Prev L69 | | \$ 6,922,664.83 | \$ 7,462,062.11 | \$ 8,174,962.21 |
| 60 | Prior Period Interest Adjustment | | | - | - | - |
| 61 | Bal. Subject to Interest after Prior Period Adj. | L59 + L60 | | \$ 6,922,664.83 | \$ 7,462,062.11 | \$ 8,174,962.21 |
| 62 | Starting 7/1/15, Cost of long-term debt approved in Case No. 07-551-EL-AIR | Treasury | | 6.540% | 6.540% | 6.540% |
| 63 | Monthly Embedded Cost to Long-Term Debt | L62 / 12 | | 0.55% | 0.55% | 0.55% |
| 64 | Monthly NMB Interest | L61 x L63 | | \$ 37,728.52 | \$ 40,668.24 | \$ 44,553.54 |
| 65 | Prior Period Principal Balance Adj. | | | | | |
| 66 | Monthly NMB Principal & Interest | L58 + L64 | | \$ 60,826.83 | \$ 1,020,907.44 | \$ 408,778.05 |
| 67 | Cumulative NMB Principal Balance | L58 + Prev L67 | 7,080,535.35 | \$ 7,103,633.66 | \$ 8,083,872.86 | \$ 8,448,097.37 |
| 68 | Cumulative NMB Interest Balance | L64 + Prev L68 | (169,419.67) | (131,691.15) | (91,022.91) | (46,469.37) |
| 69 | Total Cumulative NMB Principal & Interest | L67 + L68 | \$ 6,911,115.68 | \$ 6,971,942.51 | \$ 7,992,849.95 | \$ 8,401,628.00 |

| THE TOLEDO EDISON COMPANY (TE) | | | | | | |
|--|---|-------------------|-----------------------|-----------------|-----------------|-----------------|
| Estimated (Over) / Under Collection as of February 28, 2017 | | | | | | |
| Line No. | Description | Source | Actual | FORECAST | FORECAST | FORECAST |
| | | | Prior Period Balances | Dec 2016 | Jan 2017 | Feb 2017 |
| Revenues - Start 6/1/2011 | | | | | | |
| 1 | Non-Market Based Rider (NMB) Revenues | Sales Report | | \$ 7,487,769.87 | \$ 7,604,418.23 | \$ 7,376,551.56 |
| 2 | Prior Period NMB Revenue Adjustment | | | - | - | - |
| 3 | Total Adjusted NMB Revenues | L1 + L2 | | \$ 7,487,769.87 | \$ 7,604,418.23 | \$ 7,376,551.56 |
| 4 | CAT Tax | Taxes | | 0.2600% | 0.2600% | 0.2600% |
| 5 | CAT Amount | L3 x L4 | | 19,468.20 | 19,771.49 | 19,179.03 |
| 6 | Prior Period CAT Adjustment | | | - | - | - |
| 7 | Total Adjusted CAT Amount | L5 + L6 | | 19,468.20 | 19,771.49 | 19,179.03 |
| 8 | NMB Revenues Excluding CAT | L3 - L7 | | \$ 7,468,301.67 | \$ 7,584,646.74 | \$ 7,357,372.53 |
| Network Integration Transmission Service (NITS) & Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs | | | | | | |
| NITS & Other FERC/RTO Expenses: | | | | | | |
| 9 | NITS Expenses | 507003 | | | | |
| 10 | Load Reconciliation for Reactive Services/Sch. 2 Effective Oct 2012 this G/L will | 507101 | | | | |
| 11 | Load Reconciliation for Reactive Services/Sch. 2 | 507105 | | | | |
| 12 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | 507502 | | | | |
| 13 | Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses | 507513 | | | | |
| 14 | PJM Integration Expenses | 507514 | | | | |
| 15 | MISO Exit Fee Expenses | 507515 | | | | |
| 16 | Legacy Regional Transmission Expansion Plan (RTEP) Expenses | 507510 | | | | |
| 17 | Non-Legacy RTEP Expenses | 507509 | | | | |
| 18 | Generation Deactivation Charges | 507007 | | | | |
| 19 | Meter Correction | 506012 | | | | |
| 20 | Emergency Energy | 506013 | | | | |
| 21 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rspnse and | 507008 | | | | |
| 22 | Planning Period Congestion Uplift | 570039 | | | | |
| 23 | Total NITS & Other FERC/RTO Expenses | SUM (L9- L22) | | \$ 7,814,361.40 | \$ 8,200,243.86 | \$ 7,450,220.26 |
| Prior Period NITS & Other FERC/RTO Expense Adjustments: | | | | | | |
| 24 | NITS Expenses | | | | | |
| 25 | Load Reconciliation for Reactive Services/Sch. 2 | | | | | |
| 26 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | |
| 27 | MTEP Expenses | | | | | |
| 28 | PJM Integration Expenses | | | | | |
| 29 | MISO Exit Fee Expenses | | | | | |
| 30 | Legacy RTEP Expenses | | | | | |
| 31 | Non-Legacy RTEP Expenses | | | | | |
| 32 | Generation Deactivation Charges | | | | | |
| 33 | Meter Correction | 506012 | | | | |
| 34 | Emergency Energy | 506013 | | | | |
| 35 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rspnse and | 507008 | | | | |
| 36 | Planning Period Congestion Uplift | 570039 | | | | |
| 37 | Total Prior Period NITS & Other FERC/RTO Expense Adjustments | SUM (L24- L36) | | | | |
| Adjusted NITS & Other FERC/RTO Expenses: | | | | | | |
| 38 | NITS Expenses | L9 + L24 | | | | |
| 39 | Load Reconciliation for Reactive Services/Sch. 2 | L10 + L11 + L25 | | | | |
| 40 | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 | | | | | |
| 41 | MTEP Expenses | L12 + L26 | | | | |
| 42 | PJM Integration Expenses | L13 + L27 | | | | |
| 43 | MISO Exit Fee Expenses | L14 + L28 | | | | |
| 44 | Legacy RTEP Expenses | L15 + L29 | | | | |
| 45 | Non-Legacy RTEP Expenses | L16 + L30 | | | | |
| 46 | Generation Deactivation Charges | L17 + L31 | | | | |
| 47 | Meter Correction | L18 + L32 | | | | |
| 48 | Emergency Energy | L19 + L33 | | | | |
| 49 | Balancing Operating Reserves, Balancing Operating Reserve for Load Rspnse and | L20 + L34 | | | | |
| 50 | Planning Period Congestion Uplift | L21 + L35 | | | | |
| 51 | Total Adjusted NITS & Other FERC/RTO Expenses | SUM (L38- L50) | | \$ 7,814,361.40 | \$ 8,200,243.86 | \$ 7,450,220.26 |
| NITS & Other FERC/RTO Expenses Not Recoverable: | | | | | | |
| 52 | PJM Integration Expenses | L42 | | | | |
| 53 | MISO Exit Fee Expenses | L43 | | | | |
| 54 | Legacy RTEP Expenses | L44 | | | | |
| 55 | Total NITS Expenses Not Recoverable | SUM (L52- L54) | | | | |
| Note - Not Recoverable Legacy RTEP Expenses Criteria: Longer of: 5 year period (6/1/2011 thru 5/31/2016) or \$360 M of Legacy RTEP Expenses | | | | | | |
| 56 | Cumulative Legacy RTEP Expenses (Only) | L54 + Prev L56 | | | | |
| Recoverable NITS & Other FERC/RTO Expenses: | | | | | | |
| 57 | Total Adjusted Rider NMB Monthly Recoverable Expenses | L51 - L55 | | \$ 7,814,361.40 | \$ 8,200,243.86 | \$ 7,450,220.26 |
| 58 | Monthly NET NMB Principal Balance | L57 - L8 | | \$ 346,059.73 | \$ 615,597.12 | \$ 92,847.74 |
| Calculate Interest | | | | | | |
| 59 | Balance Subject to Interest | L58 /2 + Prev L69 | | \$ 4,875,801.24 | \$ 5,383,202.78 | \$ 5,766,763.67 |
| 60 | Prior Period Interest Adjustment | | | | | |
| 61 | Bal. Subject to Interest after Prior Period Adj. | L59 + L60 | | \$ 4,875,801.24 | \$ 5,383,202.78 | \$ 5,766,763.67 |
| 62 | Starting 7/1/15, Cost of long-term debt approved in Case No. 07-551-EL-AIR | Treasury | | 6.540% | 6.540% | 6.540% |
| 63 | Monthly Embedded Cost to Long-Term Debt | L62 / 12 | | 0.55% | 0.55% | 0.55% |
| 64 | Monthly NMB Interest | L61 x L63 | | \$ 26,573.12 | \$ 29,338.46 | \$ 31,428.86 |
| 65 | Prior Period Principal Balance Adj. | | | | | |
| 66 | Monthly NMB Principal & Interest | L58 + L64 | | \$ 372,632.85 | \$ 644,935.58 | \$ 124,276.60 |
| 67 | Cumulative NMB Principal Balance | L58 + Prev L67 | 5,323,224.27 | \$ 5,669,284.00 | \$ 6,284,881.12 | \$ 6,377,728.86 |
| 68 | Cumulative NMB Interest Balance | L64 + Prev L68 | (620,452.90) | (593,879.78) | (564,541.32) | (533,112.46) |
| 69 | Total Cumulative NMB Principal & Interest | L67 + L68 | \$ 4,702,771.37 | \$ 5,075,404.22 | \$ 5,720,339.80 | \$ 5,844,616.40 |

Forecasted Rider NMB Revenue Excl. Pilot Participants (December 2016 - February 2017)

| | | Billing Units ² | | | Dec 2016 - Feb 2017 ³ | | Revenue ⁴ | | |
|-----|------------------|----------------------------|--------|--------|----------------------------------|--------|----------------------|---------------|---------------|
| | | Dec-16 | Jan-17 | Feb-17 | Rate | Unit | Dec-16 | Jan-17 | Feb-17 |
| OE | RS | | | | \$ 0.009731 | \$/kWh | | | |
| | GS | | | | \$ 3.1624 | \$/kW | | | |
| | GP | | | | \$ 3.9656 | \$/kW | | | |
| | GSU | | | | \$ 2.9706 | \$/kVa | | | |
| | GT | | | | \$ 2.8563 | \$/kVa | | | |
| | LTG ¹ | | | | \$ 0.008628 | \$/kWh | | | |
| | | | | | | | \$ 19,571,396 | \$ 19,647,290 | \$ 18,198,539 |
| CEI | RS | | | | \$ 0.010352 | \$/kWh | | | |
| | GS | | | | \$ 3.4355 | \$/kW | | | |
| | GP | | | | \$ 4.6644 | \$/kW | | | |
| | GSU | | | | \$ 3.5884 | \$/kW | | | |
| | GT | | | | \$ 2.4315 | \$/kVa | | | |
| | LTG ¹ | | | | \$ 0.007995 | \$/kWh | | | |
| | | | | | | | \$ 14,478,377 | \$ 14,740,007 | \$ 13,915,628 |
| TE | RS | | | | \$ 0.009613 | \$/kWh | | | |
| | GS | | | | \$ 2.9968 | \$/kW | | | |
| | GP | | | | \$ 3.6955 | \$/kW | | | |
| | GSU | | | | \$ 3.5615 | \$/kVa | | | |
| | GT | | | | \$ 3.7252 | \$/kVa | | | |
| | LTG ¹ | | | | \$ 0.007690 | \$/kWh | | | |
| | | | | | | | \$ 7,487,770 | \$ 7,604,418 | \$ 7,376,552 |

Note(s):

- 1 - LTG includes Traffic Lighting only
- 2 - Source: Forecast as of December 2016 less (Exhibit A, page 5 of 5 lines 18 - 21)/12
- 3 - Source: Rates - Rider NMB, Sheet 119, Effective March 1, 2016
- 4 - Calculation: Billing Units x Rate

Forecasted Rider NMB Expenses Excl. Pilot Participants (Dec. 2016 - Feb. 2017)

| | Company | G/L Account | Dec-16 | Jan-17 | Feb-17 |
|---|---------|-------------|--------------|--------------|--------------|
| Expenses | | | | | |
| PJM Network Service | OE | 507003 | | | |
| | CE | 507003 | | | |
| | TE | 507003 | | | |
| | Total | | | | |
| PJM Ancillaries - Sch 2 Reactive | OE | 507105 | | | |
| | CE | 507105 | | | |
| | TE | 507105 | | | |
| | Total | | | | |
| Schedule 1A - Scheduling and Dispatch | OE | 507502 | | | |
| | CE | 507502 | | | |
| | TE | 507502 | | | |
| | Total | | | | |
| Non-Legacy RTEP Expenses | OE | 507509 | | | |
| | CE | 507509 | | | |
| | TE | 507509 | | | |
| | Total | | | | |
| Generation Deactivation Charges | OE | 507007 | | | |
| | CE | 507007 | | | |
| | TE | 507007 | | | |
| | 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 | | | |
| | CE | 507008 | | | |
| | TE | 507008 | | | |
| | Total | | | | |
| Planning Period Congestion Uplift | OE | 570039 | | | |
| | CE | 570039 | | | |
| | TE | 570039 | | | |
| | Total | | | | |
| Total NMB Expense | OE | | \$19,478,757 | \$20,781,030 | \$18,884,156 |
| | CE | | \$14,463,832 | \$15,681,922 | \$14,243,672 |
| | TE | | \$7,814,361 | \$8,200,244 | \$7,450,220 |
| | Total | | \$41,756,950 | \$44,663,196 | \$40,578,048 |

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Filed pursuant to Orders dated 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, 14-1297-EL-SSO and 16-2043-EL-RDR, respectively, before
The Public Utilities Commission of Ohio

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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) | 1.3881¢ |
| GS* (per kW of Billing Demand) | \$3.3281 |
| GP* (per kW of Billing Demand) | \$4.3305 |
| GSU (per kVa of Billing Demand) | \$3.7612 |
| GT (per kVa of Billing Demand) | \$3.1154 |
| STL (all kWhs, per kWh) | 0.0000¢ |
| TRF (all kWhs, per kWh) | 0.9182¢ |
| 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.

Filed pursuant to Orders dated 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, 14-1297-EL-SSO

and 16-2043-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

12/15/2016 3:51:27 PM

in

Case No(s). 16-2043-EL-RDR, 89-6006-EL-TRF

Summary: Application in support of Staff's Annual Review of the Non-Market-Based Services Rider (Rider NMB) electronically filed by Ms. Tamera J Singleton on behalf of Ohio Edison Company and Fanelli, Santino L. Mr.