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Rehearing Tr. Vol. III at 570-71, 643). Although FirstEnergy and MSC argue the Companies' Proposal remains more beneficial than Rider DMR, they also acknowledge that Rider DMR, if modified, would benefit the public interest by providing credit support that will allow accelerated investment in distribution grid modernization (Co. Ex. 206 at 5).

{¶ 120} OMAEG, Sierra Club, OEC/EDF, Direct, OHA, P3/ESPA, OCC/NOAC, and CMSD initially argue that Staff's proposal provides no explicit requirements that the Companies use the revenues derived from Rider DMR to invest in distribution grid modernization (Rehearing Tr. Vol. X at 1604, 1607-09). In fact, CMSD points out that no portion of these revenues will be used toward capital expenditures associated with grid modernization. Instead, OMAEG, Direct Energy, and OEC/EDF assert it acts as a way to provide credit support to FirstEnergy Corp. with a cash infusion. (Rehearing Tr. Vol. II at 426, 429, 433, 473-74; Rehearing Tr. Vol. III at 584, 611, 702-03, 957-58; Rehearing Tr. Vol. IV at 1001.) OMAEG notes that Staff witness Buckley indicated it was unclear when the Companies would begin implementing their grid modernization initiative, adding that it could take years before customers would begin to see any benefits from this provision. Moreover, according to OMAEG, OEC/EDF, and P3/EPSC, Staff indicated that it would not be recommending a condition to require the Companies to make a certain amount of investment in grid modernization, nor recommending that any particular proportion of the revenues collected under Rider DMR be used on grid modernization. (Staff Ex. 15 at 15; Rehearing Tr. Vol. III at 573-74, 644-45, 647-648; Rehearing Tr. Vol. IV at 956-58, 968-69.)

{¶ 121} Moreover, P3/EPSC, RESA, and OHA note that the only commitments for grid modernization that exist are contained in the Companies' grid modernization plan, which, at this time, fails to provide any necessary details for the implementation of these initiatives or commitment to spend money on grid modernization efforts. *In re FirstEnergy*, Case No. 16-481-EL-UNC (*FirstEnergy Grid Modernization Case*), Application (Feb. 29, 2016). (Rehearing Tr. Vol. II at 472-73.) P3/EPSC, OEC/EDF, and OHA further contend that the *FirstEnergy Grid Modernization Case* would be the more appropriate docket

to discuss the Companies' future investment in grid modernization and required funding for such investment (Rehearing Tr. Vol. IV at 1021). P3/EP SA also argue that the Companies may already recover costs related to grid modernization initiatives through its non-bypassable Rider AML, adding that this rider was designated by the Commission in its Order to be the appropriate rider for cost recovery of any specifically approved parts of the proposed grid modernization plan (Co. Ex. 154 at 10, 12-13; Rehearing Tr. Vol. II at 429, 473-74; Rehearing Tr. Vol. IV at 1015; Rehearing Tr. Vol. X at 1643-44). Accordingly, OMAEG, OEC/EDF, CMSD, and P3/EP SA argue that Rider DMR does not benefit the public interest, given the fact that there is no real commitment to spend revenues received from Rider DMR on grid modernization (Rehearing Tr. Vol. II at 472-73; Rehearing Tr. Vol. X at 1604, 1607-09).

{¶ 122} Although RESA ultimately recommends that the Commission reject Staff's proposed Rider DMR, in the event the Commission was to approve some form of the rider, RESA suggests that the Commission also include specific directives to the Companies to implement grid modernization. RESA initially contends that numerous witnesses testified to the benefits of grid modernization to customers; however, Staff's Rider DMR, as currently proposed, lacks any directives regarding the amount of grid modernization to be undertaken by the Companies or the necessary timeframes for making such investments (RESA Ex. 7 at 7; Staff Ex. 15 at 15-16; Rehearing Tr. Vol. II at 475; Rehearing Tr. Vol. IV at 844-45, 1006-07; Rehearing Tr. Vol. X at 1697).

{¶ 123} As specific recommendations, RESA requests that the Commission impose the following minimum conditions if Rider DMR is approved: (1) smart meter roll-out throughout 100 percent of the Companies' service territories in five years, with the exception for very rural areas; and (2) the implementation timeframe should be 20 percent a year over the five-year rollout period. RESA adds that the Commission could also provide performance incentives to the Companies if a more accelerated rollout is achieved, such as a higher rate of return or a performance-related true-up.

{¶ 124} Next, RESA suggests the following conditions in order to ensure that there are no barriers to the development of innovative products and services for customers: (1) to include the addition of indicators on the customer lists and electronic data interchange (EDI) system as meters are installed and active (meaning validation, estimation, and editing data (VEE data) is available); (2) to allow CRES providers full access to smart meter data and allow access to VEE data within 30 days of installation of the smart meter for CRES provider product use; (3) make VEE data available via EDI with a minimum interval of 15 minutes; (4) require data to be trued up to VEE bill quality at the end of the month, but excepting next day data from that requirement; (5) use AMI hourly use data for individual customer peak load contribution and settlement; (6) hold workshops and require the Companies to file a report within eight months of the Commission's decision in this matter to allow for discussions and recommendations on distributed generation use of AMI and settlement; and (7) require that distributed generation use of AMI and settlement be part of a future workshop discussion. RESA also believes an important component to the smart meter rollout would be to direct the Companies to engage in a thorough customer education campaign on smart meters and grid modernization, in order to ensure that customers are utilizing these additional tools advantageously. As a final point, RESA notes that FirstEnergy witness Mikkelsen indicated that the Companies would not oppose Commission directives to undertake particular grid modernization projects throughout the Companies' service territories, if the Companies were to receive cost recovery of such projects (Rehearing Tr. Vol. X at 1778-79).

{¶ 125} OMAEG also requests that, if the Commission approves Rider DMR, that investment in grid modernization be undertaken simultaneously with the implementation of the rider in order to further Staff's underlying objective for distribution grid modernization (Staff Ex. 15 at 16; Rehearing Tr. Vol. IV at 960). Direct Energy and OCC also request that the Commission undertake appropriate action in the *FirstEnergy Grid Modernization Case* in order to provide parties sufficient opportunity to discuss various grid modernization projects and find a consensus amongst the competing interests. Direct

Energy states that Rider DMR should function as a traditional rider, in which the Commission would initially set at \$0.00 and have the rider trued-up at regular intervals, noting that the Companies should also maintain its burden to show that the costs were prudent, just, and reasonable.

{¶ 126} In response to the intervenors' concerns regarding the grid modernization objective, FirstEnergy notes that it would be impractical to require the Companies to "paint" or earmark the dollars received under Rider DMR to ensure they are used for grid modernization purposes, especially when the Companies have indicated it is their intent to use the funds for such purposes, in addition to other business operations that Ms. Mikkelsen alluded to in her testimony (Rehearing Tr. Vol. X at 1605-07, 1609-10). Additionally, Staff notes that there is no basis for concern as to whether these funds will be used for grid modernization because the Commission will be able to control the timing and particular requirements of the grid modernization initiative.

b. Whether Rider DMR is authorized under R.C. 4928.143(B)(2)(h)?

{¶ 127} Staff and FirstEnergy argue that Rider DMR is authorized by R.C. 4928.143(B)(2)(h), which provides that an ESP may include "[p]rovisions regarding the utility's distribution service, including, without limitation and notwithstanding any provision of Title XLIX of the Revised Code to the contrary, provisions regarding single-issue ratemaking, a revenue decoupling mechanism or any other incentive ratemaking, and provisions regarding distribution infrastructure and modernization incentives for the electric distribution utility." Staff contends that Rider DMR satisfies the criteria of this statute because the credit support provided to FirstEnergy Corp. will permit it to maintain investment grade and, in turn, help FirstEnergy Corp. attract the necessary capital for the Companies' distribution grid modernization projects (Staff Ex. 13 at 2; Staff Ex. 15 at 15). FirstEnergy further emphasizes that Rider DMR provides single issue ratemaking, as it deals with the single issue of providing credit support in order to incentivize the Companies to obtain the necessary capital for purposes of distribution grid modernization.

FirstEnergy adds that OCC witness Williams acknowledged that provisions related to grid modernization may be permitted under an ESP. (Co. Ex. 206 at 8-9; OCC Ex. 27 at 16.) OEG and MSC agree that Rider DMR would be lawful under R.C. 4928.143(B)(2)(h), but take no position as to whether the Commission should approve this alternative plan.

{¶ 128} As noted earlier, OMAEG, Sierra Club, Direct, OCC/NOAC, OEC/EDF, and P3/EPSC argue that Staff's proposal provides no explicit requirements that the Companies use the revenues from Rider DMR to invest in distribution grid modernization, or any distribution-related services, and, instead, it is a means of providing credit support to FirstEnergy Corp. with a cash infusion (Rehearing Tr. Vol. II at 426, 429, 433, 472-74; Rehearing Tr. Vol. III at 584, 611, 647-48, 702-03, 957-58; Rehearing Tr. Vol. IV at 957, 1001, 1008; Rehearing Tr. Vol. X at 1687). OEC/EDF asserts that simply having the word "distribution" in a rider's name does not change the fact that the underlying purpose of the rider is credit support. As R.C. 4928.143(B)(2)(h) provides that an ESP may include, among other things, "provisions regarding distribution infrastructure and modernization incentives for the electric distribution utility," OMAEG, Sierra Club, and OCC/NOAC contend that some portion of the revenues collected under Rider DMR should be specifically required to be used toward these grid modernization initiatives. However, according to OMAEG, OHA, Sierra Club, OCC/NOAC, NOPEC, and P3/EPSC, Staff indicated that it would not be recommending a condition to require the Companies to make a certain amount of investment in grid modernization, nor recommending that any particular proportion of the revenues collected under Rider DMR be used on grid modernization. (Staff Ex. 15 at 16; OMAEG Ex. 37 at 8; Rehearing Tr. Vol. III at 644-45, 647-48; Rehearing Tr. Vol. IV at 956-57, 969; Rehearing Tr. Vol. X at 1606-09.) Further, Direct Energy argues that the approved *ESP IV* already assures the Companies the ability to recover distribution-related costs, specifically with grid modernization costs through Rider AMI, and any additional recovery mechanism would either be unnecessary or allow for double recovery of these costs (Rehearing Tr. Vol. IV at 1228-29). OEC/EDF, P3/EPSC, OCC/NOAC, and Sierra Club also argue that Rider DMR cannot meet the requirements of

R.C. 4928.143(B)(2)(h), as neither Staff nor the Companies provided any analysis of the reliability of the Companies' distribution system or the customers' and the Companies' expectations are aligned (OCC Ex. 28 at 21). As a final matter, NOPEC notes that, as R.C. 4928.143(B)(2) does not explicitly provide that an ESP may include a provision for credit support, Rider DMR would not be authorized by any enumerated category under that statute. *CSP II* at ¶ 32-34.

{¶ 129} Sierra Club adds that Rider DMR does not constitute an incentive because the Companies would not be required to make any investments in distribution grid modernization in exchange for the revenues collected under Rider DMR; rather, Sierra Club claims the Companies would be entitled to an amount between \$131 million and \$1.126 billion¹³ annually with Staff's "hope" that they make such investments (Rehearing Tr. Vol. II at 426). CMSD also notes that single issue ratemaking has historically been viewed unfavorably given the limited review of that issue's impact on a company's overall revenue requirement and has usually been confined to instances where the company is confronted with an extraordinary and volatile expense beyond its control and would not otherwise impact the company's rate of return. *In re Cleveland Elec. Illum. Co.*, Case No. 79-537-EL-AIR, Opinion and Order (July 10, 1980) at 34. Moreover, P3/EPSC claim that, because Rider DMR is not a provision regarding "the utility's distribution service," the matter of determining whether it qualifies as single issue ratemaking or a provision regarding "distribution infrastructure and modernization" is irrelevant. However, in the event the Commission were to entertain these arguments, P3/EPSC argue that Rider DMR considers several separate issues, such as grid modernization, credit support, and the Companies' abilities to access the capital markets, and, further, does not incentivize grid modernization since there are no restrictions or requirements for the use of Rider DMR revenues.

¹³ This is the maximum amount Sierra Club, as well as other intervening parties, claim FirstEnergy is requesting provided all of its recommended modifications to the proposed Rider DMR are accepted by the Commission.

{¶ 130} Accordingly, OMAEG, Sierra Club, OCC/NOAC, Direct, OEC/EDF, NOPEC, and P3/EPSC argue that Rider DMR cannot reasonably be determined to demonstrate compliance with R.C. 4928.143(B)(2)(h), given the fact that there is no real commitment to spend revenues received from Rider DMR on grid modernization and the record evidence shows the real purpose of this rider is credit support for FirstEnergy Corp. and the Companies (Rehearing Tr. Vol. II at 472-74, 509-10).

{¶ 131} In response to the intervenors' arguments, Staff notes that Rider DMR satisfies all three conditions to constitute an incentive under R.C. 4928.143(B)(2)(h), which requires the Commission to: (1) examine the reliability of the Companies' existing system; (2) ensure that the customers' and the EDU's interests are aligned; and (3) ensure that the EDU is emphasizing and dedicating sufficient resources to reliability. The Companies contend that R.C. 4928.143(B)(2)(h) does not require that the rider relate to "the cost recovery of distribution services" or the rider's "main purpose" relate to the provision of distribution services; rather, the Companies argue that the statute merely requires that the rider "regard the utility's distribution service," and Rider DMR meets such a definition. Additionally, FirstEnergy notes that several of the intervenors based their arguments on the testimony of Staff witnesses Buckley and Turkenton, when Staff witness Choueiki was the appropriate witness to discuss the purpose of the rider. Moreover, even when intervenors cited to Dr. Choueiki's testimony, FirstEnergy notes they did so in a selective way. FirstEnergy states that Dr. Choueiki explained very clearly that, although Rider DMR presents the potential recovery of \$131 million on an annual basis, that component must also be read with Staff's other recommendations, including that the Commission should direct the Companies to invest in distribution grid modernization. (Rehearing Tr. Vol. IV at 959, 967-68, 1020-21.) Although the Companies made no firm "commitment" to use the revenues collected under Rider DMR toward grid modernization, as alleged by many intervenors, FirstEnergy witness Mikkelsen testified that the Companies intend to use capital obtained through the credit support provided by such revenues for distribution grid modernization and other necessary business operations (Rehearing Tr. Vol. X at 1607).

Further, the Companies argue that the record already sufficiently demonstrates the reliability of the Companies' distribution system and the customers' and the Companies' expectations are aligned, noting there was no need to repeat these arguments for the purposes of Rider DMR (Co. Ex. 7 at 9-11; Staff Ex. 4 at 6-10). Staff also adds that Rider DMR will provide customers with access to new goods, services, and providers they would not otherwise have, thus reaffirming the position that both interests are aligned (Staff Ex. 15 at 15). As a final point, Staff indicates that Rider DMR will enable the Companies to access capital markets on more favorable borrowing terms, thus, ensuring that they have sufficient resources to dedicate toward reliability through their grid modernization initiative.

c. Whether Rider DMR is authorized under R.C. 4928.143(B)(2)(i)?

{¶ 132} Alternatively, FirstEnergy claims that Rider DMR would also be lawful under R.C. 4928.143(B)(2)(i), noting that the rider includes an economic development and job retention component by including a condition that FirstEnergy Corp. maintain its corporate headquarters and nexus of operations in Akron, Ohio, or risk the possible refund of Rider DMR revenues to customers (Staff Ex. 13 at 7; Rehearing Tr. Vol. III at 580). The Companies also note that FirstEnergy witness Mikkelsen recommended that the economic value associated with this particular condition be reflected in the Rider DMR value (Co. Ex. 206 at 14). In an effort to quantify the economic benefits to the region resulting from FirstEnergy Corp. maintaining its headquarters and nexus of operations in Akron, Ohio, FirstEnergy witness Murley testified that her analysis resulted in an annual economic impact of \$568 million on Ohio's economy (Co. Ex. 205 at 3-6; Co. Ex. 206 at 13; Rehearing Tr. Vol. V at 1256). OEG and MSC agree that Rider DMR would be lawful under R.C. 4928.143(B)(2)(i), but take no position as to whether the Commission should approve this alternative plan. On a somewhat different note, Staff argues that it is the grid modernization that will drive significant economic benefits and bolster energy efficiency improvements (Staff Ex. 15 at 15; Rehearing Tr. Vol. X at 1221-24, 1818-19).

{¶ 133} Sierra Club first reiterates its argument that Rider DMR provides no economic benefits due to the fact that there is no record evidence that the corporate headquarters and nexus of operations are at risk of leaving Akron, Ohio. OCC also notes that this particular provision only applies to new programs that require implementation, not benefits arising from operations that have been in place for several years. In addition to those arguments, Sierra Club and P3/EPSCo also contend that the Companies have not complied with Ohio Adm.Code 4901:1-35-03(C)(9)(h), which requires a utility applying for an economic development rider as part of an ESP to “provide a complete description of the proposal, together with a cost-benefit analysis or other quantitative justification, and quantification of the program’s projected impact on rates.” Sierra Club notes that FirstEnergy failed to satisfy these requirements by omitting the rate impacts of their suggested modifications to Rider DMR or a cost-benefit analysis or other quantitative justification for the rider; rather, Sierra Club notes that FirstEnergy elected to provide a simplistic analysis regarding the economic impact. (Rehearing Tr. Vol. III at 694; Rehearing Tr. Vol. X at 1600, 1965.) P3/EPSCo and OCC/NOAC agree with Sierra Club, adding that R.C. 4928.143(B)(2)(i) only contemplates recovery of “program costs,” not the estimated economic impact attributed to such a program, and such costs have not been identified in the record (Rehearing Tr. Vol. IX at 1487-88). P3/EPSCo and OCC/NOAC further assert that, even if the Companies would have provided the required cost analysis, the Companies would still fail to satisfy R.C. 4928.143(B)(2)(i), as FirstEnergy Corp. would be the entity to implement the program, by maintaining its headquarters and operations in Akron, Ohio, and not the Companies, as required by the statute’s plain language.

{¶ 134} Sierra Club adds that Staff even acknowledged in its initial brief that FirstEnergy is “already recompensed adequately for the presence of the headquarters,” noting that, if the Commission were to then authorize the rider on this basis, there is a potential to overcompensate the Companies. OMAEG also raises its earlier argument that such a commitment has already been made in the Third Supplemental Stipulation in this proceeding, as well as FirstEnergy Corp.’s recent lease renewal.

{¶ 135} FirstEnergy, in response, states that R.C. 4928.143(B)(2)(i) contains no requirement that a company must show the economic development program is the only mechanism in place preventing the company from relocating or ending operations. Rather, FirstEnergy notes that as long as a program maintains employment or retains industry, it is properly considered to be an economic development program, consistent with Commission precedent relating to economic development programs. *FirstEnergy ESP I Order* at 10, 13-14; *FirstEnergy ESP II Order* at 27. Moreover, FirstEnergy emphasizes that FirstEnergy Corp. maintaining its headquarters and nexus of operations in Akron, Ohio is a condition, rather than a commitment, with the potential consequences of discontinuation of the rider and refund issued by the Companies (Rehearing Tr. Vol. X at 1715). The Companies also argue that R.C. 4928.143 does not mandate that program provisions be limited to cost recovery alone, providing EDUs and the Commission adequate discretion to determine the value of economic development provisions and whether they should be included in an ESP. *In re Columbus S. Power Co.*, 138 Ohio St.3d 448, 2014-Ohio-462, 8 N.E.3d 863. Finally, Staff and FirstEnergy agree that, because Staff proposed Rider DMR as an alternative to Rider RRS during rehearing, Ohio Adm.Code 4901:1-25-03(C)(9)(h) is inapplicable.

d. Whether the Companies currently need investments in their distribution systems?

{¶ 136} FirstEnergy argues that Rider DMR would provide sufficient credit support in order for the Companies to access the capital markets and acquire the necessary funds to invest in grid modernization projects (Rehearing Tr. Vol. II at 426, 433, 482). Of the three scenarios filed in the *FirstEnergy Grid Modernization Case*, FirstEnergy asserts that full deployment of smart meters would not occur, at the earliest, until 2026 and, at the latest, 2033. In order to accelerate this process, FirstEnergy argues that it will require a fair amount of capital support or access to capital markets with fair borrowing terms. FirstEnergy asserts that Rider DMR may be the appropriate method to ensure that the Companies have the necessary capital for investments in grid modernization. (Co. Ex. 206

at 6-7; Rehearing Tr. Vol. X at 1611-12). Specifically, FirstEnergy contends the increased revenues through Rider DMR would be used to: (1) improve the Companies' credit metrics; (2) strengthen the Companies' credit ratings; (3) preserve the Companies' ability to obtain capital at a reasonable cost; and (4) allow the Companies' to implement capital intensive programs, like grid modernization. The Companies further argue that there are additional obligations they face in the short-term that may affect their ability to make the necessary investments in their distribution system (Rehearing Tr. Vol. X at 1607).

{¶ 137} Sierra Club and P3/EPSC question whether the Companies really require credit support, given the fact the Companies failed to provide any forward-looking projections showing the need for such support, and instead rely on historical data from the past five years.¹⁴ Sierra Club and P3/EPSC state this was the case despite Staff witness Buckley indicating that forecasted numbers would be the best information to consider for this issue (Rehearing Tr. Vol. III at 742). Without such information, Sierra Club claims that the amount of annual revenue required under Rider DMR, as calculated by Staff or modified by the Companies, cannot be supported by the evidentiary record. Additionally, Sierra Club notes that FirstEnergy witness Mikkelsen previously testified that the Companies would be able to provide customers with \$561 million in net credits under the Companies' Proposal, while still advancing grid modernization and maintaining the Companies' investment grade rating, contradicting her later testimony in which she stated that the Companies would require at least \$558 million of additional annual revenue to accelerate implementation of grid modernization projects and provide credit support. (Rehearing Tr. Vol. I at 79-80, 90-91; Rehearing Tr. Vol. X at 1614-15.) OCC adds that, while Staff may argue that Rider DMR is necessary to achieve the objectives identified in R.C. 4928.02, Staff ignores the risk of encouraging an anticompetitive subsidy. OCC claims

¹⁴ Sierra Club argues that the reason for this lack of evidence is due to the fact that FirstEnergy failed to provide forward-looking projections of the Companies' CFO to debt ratio over the term of *ESP IV*, justifying that this information constituted "material non-public information," the provision of which may violate federal securities laws, specifically the Securities and Exchange Commission's Regulation Fair Disclosure, 17 C.F.R. 243.100 *et seq.*

that Staff is equating financial weakness with financial need, stating that any nominal benefits provided to customers under Rider DMR would be vastly outweighed by the potential costs, ranging from \$393 million over a three-year period, and if the Companies' modifications are approved, to over \$9 billion in an eight-year period.

{¶ 138} CMSD also adds that providing adequate rate relief solely in response to credit rating concerns would run afoul of Commission precedent requiring a more thorough analysis to ensure fair balancing between various interests. Specifically, CMSD notes the Commission held that "[t]here is quite clearly more to establishing a reasonable earnings opportunity than a mechanical calculation designed to satisfy the ratings agencies' coverages ratios." *In re The Cleveland Elec. Illum. Co.*, Case No. 79-537-EL-AIR, Opinion and Order (July 10, 1980) at 34. Additionally, CMSD argues that this case furthered the principle that utility management has been recognized to have a role in rating agency decisions. As such, CMSD raises, once again, that the real contributing cause to FirstEnergy Corp.'s credit rating issues is the performance of the unregulated generation subsidiaries, which, unfortunately, will not be improved with the implementation of Rider DMR. CMSD adds that Staff has failed to consider the practical implications of Rider DMR and how the rider will actually operate, noting that Staff witness Choueiki testified that the Commission should direct the Companies to engage in their grid modernization initiative and Rider DMR should not take effect until grid modernization commences, even though, under this sequence of events, Rider DMR revenues would then have no effect on the cost of new debt issued to fund grid modernization and ultimately defeat the entire purpose of Rider DMR (Co. Ex. 206 at 16; Rehearing Tr. Vol. 1209-11). Finally, OCC argues that, even assuming that grid modernization is required for the Companies' distribution system, they will already be entitled to very favorable treatment through ESP IV in connection with their grid modernization business plan. In fact, OCC notes that customers could even potentially pay for costs associated with grid modernization under Rider AMI at the same time customers would be paying charges through Rider DMR.

{¶ 139} FirstEnergy initially responds by stating the fact that the Companies and FirstEnergy Corp. have been placed on a negative outlook provides sufficient evidence that credit support is needed to avoid severe consequences (Rehearing Tr. Vol. III at 601). Further, FirstEnergy argues that, although some parties contend that FES's cash flow is responsible for the CFO to debt ratio shortfall currently facing the Companies, FES's CFO to debt ratio is currently 24 percent, with Moody's projecting it to fall to 16 percent by 2018 (P3/EPSCA Ex. 21 at 3). FirstEnergy further claims that there is no contradiction between their support of the Companies' Proposal and subsequent testimony regarding its support, considering various proposed modifications, to Rider DMR. Specifically, FirstEnergy emphasizes that the projected cash to be received in the first three years of the Companies' Proposal would provide credit support in the same fashion as the proposed Rider DMR (Rehearing Tr. Vol. I at 91). Moreover, FirstEnergy claims that its proposed modifications to Rider DMR are geared towards achieving Staff's proffered reasoning for such a proposal, including grid modernization and maintaining FirstEnergy Corp.'s headquarters and nexus of operations in Akron, Ohio (Staff Ex. 13 at 7; Rehearing Tr. Vol. IV at 967-68).

{¶ 140} According to Staff, it is the cash flow to debt metric which provides a true picture of the financial viability of the Companies and FirstEnergy Corp., dismissing OCC witness Kahal's objections regarding the Companies' authorized rate of return (Staff Ex. 13 at 4; Rehearing Tr. Vol. III at 571). Staff claims Rider DMR is necessary in order to financially allow the Companies to update their respective distribution systems, benefitting customers throughout the state of Ohio. Staff also states that the Commission would have the opportunity to reassess whether additional action be taken to improve efforts toward grid modernization, noting that its recommendation for a three-year period, and possibility of a two-year extension, at this time, appears to be sufficient to allow the Companies to begin implementation of the grid modernization initiative and take additional steps to improve their financial positions (Staff Ex. 13 at 4).

{¶ 141} According to FirstEnergy, the grid modernization results desired by Staff in this proceeding would require a significant cash investment over the course of *ESP IV*, in addition to other obligations of the Companies, including, but not limited to, pension funding obligations and expected debt maturities (Rehearing Tr. Vol. X at 1623-25, 1761). FirstEnergy also asserts that CMSD is incorrect to claim that the revenues received under Rider DMR would not be available to improve the CFO to debt ratio, noting that cash used for capital expenditures would be properly designated as investing activities on the Statement of Cash Flows, having no effect on the cash flow from operations. In addition, FirstEnergy notes that the resulting ability to issue debt at a lower interest rate would consequently lead to lower interest expenses, thereby further improving the CFO to debt ratio. (Rehearing Tr. Vol. V at 1229.) Accordingly, FirstEnergy states that there is more than enough evidence to show that additional funds are needed in order to make necessary investments through the term of *ESP IV*.

e. What is the current state of FirstEnergy's creditworthiness?

{¶ 142} Staff claims that without Rider DMR, FirstEnergy Corp. risks experiencing a downgrade, which, in turn, will hamper the Companies' ability to borrow funds necessary for their distribution system (Staff Ex. 13 at 4; Staff Ex. 15 at 15). Specifically, Staff notes that Moody's has indicated that a "negative rating action could also occur" if FirstEnergy Corp. does not maintain a CFO to debt ratio of 14-15 percent (Staff Ex. 13 at 4).

{¶ 143} OMAEG, OCC/NOAC, P3/EPSC, and Sierra Club argue that neither Staff nor the Companies have provided sufficient evidence to show that Rider DMR is necessary in order for the Companies to avoid failing below investment grade (Rehearing Tr. Vol. I at 185-86). CMSD further notes that there is no assurance that the proposed amount of \$131 million in annual revenues through Rider DMR would prevent a downgrade in FirstEnergy Corp.'s or the Companies' credit ratings. Additionally, CMSD and P3/EPSC argue that, according to a S&P research update upon which Staff witness Buckley relied upon for his analysis, the underlying reason for FirstEnergy Corp.'s credit

rating is the business risk associated with its unregulated generation subsidiaries. Thus, CMSD and P3/EP SA claim that Rider DMR, if approved, would do nothing to remedy the actual cause of FirstEnergy's Corp.'s financial distress. (Staff Ex. 13 at 5, Att. 2.) P3/EP SA and NOAC also note that FirstEnergy Corp.'s recent announcement that it will be transitioning to a fully regulated utility holding company will likely allow FirstEnergy Corp. to improve its credit metrics, given Moody's and S&P responsive decisions to downgrade the credit ratings of FES and Allegheny Energy Supply Company (P3/EP SA Ex. 21 at 1; Rehearing Tr. Vol. X at 1769-72, 1774).

{¶ 144} P3/EP SA also argue that there are other measures that FirstEnergy Corp. could take in order to maintain its investment grade credit rating without resorting to additional revenues through Rider DMR. For instance, as the Companies and FirstEnergy Corp. are currently rated at least one notch above non-investment grade, OMAEG argues that the Companies have adequate ratings to issue new debt. Additionally, P3/EP SA relies on the testimony of OMAEG witness Lause, who explained several actions could be taken in order to alleviate the risk of a credit rating downgrade, such as minimizing unnecessary selling, general, and administrative (SG&A) costs, reviewing the level of dividend payments, and selling assets or divisions of certain unprofitable operations (OMAEG Ex. 39 at 10). P3/EP SA further note that Ms. Mikkelsen was unable to identify whether any of these suggested steps had been taken by FirstEnergy Corp. in the last three years, apart from its reduction in dividend payments (Co. Ex. 206 at 17; Rehearing Tr. Vol. X at 1631, 1736-37).

{¶ 145} Additionally, CMSD argues that Staff implicitly acknowledged that Rider DMR may not prevent a credit rating downgrade by recommending a possible two-year extension of the initial three-year term without providing guidance to FirstEnergy Corp. as to what "additional steps" should be taken during that initial term. Furthermore, P3/EP SA contend that it is even more doubtful that an actual credit rating downgrade will occur, given the fact that FirstEnergy Corp. has retained its investment credit rating in

prior years despite having CFO to debt ratios falling well below Moody's target range (Staff Ex. 13 at 4; Rehearing Tr. Vol. X at 1780).

{¶ 146} FirstEnergy notes that OCC witness Kahal acknowledged that, because the Companies have been placed on a negative outlook, the credit rating agencies may downgrade the Companies' credit ratings even further within the next year. Moreover, FirstEnergy argues that Mr. Kahal also agreed that a credit rating downgrade from Moody's may occur if the Companies fail to maintain a CFO to debt ratio of 14 percent. (Rehearing Tr. Vol. VIII at 1384-86.) Additionally, the Companies assert their position raised during this proceeding is that a properly constructed Rider DMR, in addition to other simultaneous actions taken by the Companies and FirstEnergy Corp. as part of the collective effort, should be able to avoid a credit rating downgrade. In fact, FirstEnergy provides that FirstEnergy Corp. has implemented several aggressive initiatives as a part of this collective effort. (Co. Ex. 206 at 17-18; Rehearing Tr. Vol. X at 1619-20.)

f. What potential adverse effects upon the Companies' ability to access the capital markets would occur in the event of an investment rating downgrade?

{¶ 147} FirstEnergy and Staff state there is sufficient evidence in the record showing that the credit ratings of FirstEnergy Corp. and the Companies falling to a non-investment grade rating is a matter of concern, which in turn would result in several potential negative consequences, including, but not limited to, more restrictive and expensive borrowing terms for necessary capital, the inability to make investments to ensure the delivery of safe and reliable electric service, the inability to make investments toward grid modernization, and more costly electric service for customers located in the Companies' service territories (Co. Ex. 206 at 7-8; Direct Ex. 1 at 3-4; Staff Ex. 13, Att. 3 at 2; Rehearing Tr. Vol. III at 723-24).

{¶ 148} OCC/NOAC argue that neither Staff nor the Companies have presented evidence showing that "emergency rate relief" is needed. Sierra Club, P3/EPISA, and

OMAEG argue that the Companies should have provided a quantification of the adverse effects of a credit rating downgrade, noting that the increased borrowing costs to ratepayers would need to exceed the proposed charges under Rider DMR to justify utilizing the rider on this basis (Rehearing Tr. Vol. III at 575-76; Rehearing Tr. Vol. X at 1627). OHA, OMAEG, Direct Energy, and NOPEC also claim that the Companies and Staff failed to provide sufficient evidence indicating that borrowing costs would, in fact, increase in the event the Companies' or FirstEnergy Corp.'s respective credit ratings were downgraded (Rehearing Tr. Vol. III at 575-76). CMSD adds that, even if Rider DMR would provide lower financing costs, customers would not likely recognize these benefits until the Companies' next distribution rate case, which with the distribution rate freeze, will not occur until the eight-year term of *ESP IV* expires.

{¶ 149} Similarly, OMAEG asserts that there is no guarantee that Rider DMR would even prevent a downgrade of FirstEnergy Corp. or the Companies' credit ratings, noting that FirstEnergy Corp. would still require a substantial amount of additional funding to achieve the desired CFO to debt ratio. As there was no evidence presented that other subsidiaries of FirstEnergy Corp. would be willing to contribute some portion of that amount, OMAEG claims that Rider DMR would likely have no impact on maintaining or improving FirstEnergy Corp.'s credit grade rating. (Staff Ex. 13 at 6; OCC Ex. 49 at 3, 5, 8; Rehearing Tr. Vol. II at 576; Rehearing Tr. Vol. V at 1073-74.)

{¶ 150} In response, FirstEnergy argues that if such a credit rating downgrade was to occur, the Companies could face "sharp increases" in the cost of borrowing. Additionally, FirstEnergy argues that Dynegy witness Ellis acknowledged that the Companies' ability to fund their grid modernization efforts was, at least partially, dependent on their credit rating. (Rehearing Tr. Vol. IV at 819; Rehearing Tr. Vol. VIII at 1387-88.)

g. *How should the annual revenue amount for Rider DMR be calculated?*

{¶ 151} In response to the proposed calculation of Rider DMR recommended by Staff, and illustrated above, FirstEnergy made several recommendations to adjust the calculation of Rider DMR during its rebuttal testimony. First, the Companies suggest adjusting the target goal of the CFO to debt ratio from 14.5 percent to 15 percent, in order to reflect a slight adjustment in the opinion of Moody's (Co. Ex. 206 at 9-10). The Companies also recommend shortening the five-year time period used by Staff to calculate the required revenue from Rider DMR to a three-year period, only including the years 2012, 2013, and 2014. According to FirstEnergy, this calculation would be more accurate since 2011 included a year that already met Moody's target CFO to debt ratio target range and the first nine months of 2015 reflect an anomalous one-year spike in capacity prices. (Co. Ex. 206 at 10; Rehearing Tr. Vol. X at 1615; Rehearing Tr. Vol. III at 735, 741.) Additionally, the Companies request the Commission utilize net income to calculate the appropriate revenue requirement, resulting in 40 percent of the total revenue requirement to be collected from Ohio customers, rather than the 22 percent allocation factor as recommended by Staff, in order to reflect the high level of shopping in each utilities' service territory (Co. Ex. 206 at 11-12; Staff Ex. 13 at 3). Moreover, FirstEnergy recommends using net income, rather than operating revenues, as the appropriate allocation metric, since it represents an amount more suitable for net cash flows (Co. Ex. 206 at 12; Rehearing Tr. Vol. III at 738). The Companies would also suggest that Rider DMR should not be subject to refund, as this would run counter to the credit support objectives of the rider, as well as the policies and practices of the Commission, in addition to impermissibly allowing the Commission to engage in retroactive ratemaking. *Keco Industries v. Cincinnati & Suburban Bell Telephone Co.*, 166 Ohio St. 254, 259, 141 N.E.2d 465 (1957). (Co. Ex. 206 at 22.)

{¶ 152} As a final recommendation, and with support from various intervening parties, FirstEnergy suggests adjusting the term of Rider DMR to reflect the entire eight-

year period of the already-approved *ESP IV*, as grid modernization efforts related to the rider will occur well after the three-year period suggested by Staff and lengthening this period will provide the necessary credit support based on recent performance and future short-term cash requirements and other obligations (Co. Ex. 206 at 12, 14-16, 22; Rehearing Tr. Vol. X at 1614). In the event the Commission were to adopt all of the recommended changes proposed by FirstEnergy, the average annual Rider DMR revenue amount would be \$558 million (Co. Ex. 206 at 13). The Companies also request, that if Rider DMR is approved, that the Commission authorize the rider with their proposed modifications, with an effective date as soon as possible (Co. Ex. 206 at 16; Rehearing Tr. Vol. V at 1254-55). MSC, Supporting Parties, and Nucor agree with all of the recommended modifications to the Rider DMR calculation that the Companies have proposed.

{¶ 153} Staff, NOPEC, OMAEG, OEC/EDF, OCC/NOAC, Sierra Club, P3/EPSC, and CMSD argue that the Companies' suggested modifications to the calculation of Rider DMR should summarily be rejected. Staff first notes that the adjustment in the Moody's target CFO to debt ratio target range resulted in no change in the ratings or outlook for the Companies or FirstEnergy Corp., thus, concluding that the originally proposed range is appropriate (Rehearing Tr. Vol. X at 1614). Staff adds that its recommendation is the target range that has been fully analyzed and there is no reason to change the considered target range at this point. However, FirstEnergy questions Staff's argument, noting that if this target range adjustment was unimportant, Moody's would not have gone through the trouble to raise it in its credit opinion.

{¶ 154} Additionally, Staff and OMAEG contend that Staff's recommended five-year period used to determine the average revenue requirement would be more appropriate as it represents the entire period since the last significant restructuring of FirstEnergy Corp., specifically its merger with Allegheny Energy. Staff and OCC/NOAC add that omitting the years 2011 and 2015 from the average annual shortfall calculation is inappropriate, despite FirstEnergy's arguments, because the spike in capacity prices had

no effect on the relevant credit metrics and doing so would not provide an accurate depiction of the financial deterioration that the Companies and FirstEnergy Corp. have experienced since 2011 (Rehearing Tr. Vol. X at 1816). OCC/NOAC even claim that FirstEnergy chose the three years of their recommendation because they represent the worst performance years for the CFO to debt ratio.

{¶ 155} FirstEnergy contends that, given that one of the purposes of Rider DMR is to address FirstEnergy Corp.'s worsening CFO to debt ratio, the years to be considered should omit any year in which FirstEnergy Corp. achieved Moody's target range. Moreover, FirstEnergy contends that the Allegheny Energy Supply Company merger has nothing to do with the underlying purpose of Rider DMR, which is to facilitate the Companies' access to capital on more favorable terms in order to implement distribution grid modernization projects. As a final point, FirstEnergy states that, although its recommended three-year period represents the "worst three-years," as alleged by OCC/NOAC, it claims that this recommendation is based on a reasoned analysis and this three-year period accurately represents the consistent downward trend of FirstEnergy Corp.'s, and not the Companies', CFO to debt ratio performance. (Co. Ex. 206 at 10.)

{¶ 156} Furthermore, Staff, OCC/NOAC, and OMAEG contend that the 40 percent allocation factor based on net income proposed by FirstEnergy would be inappropriate, as the Companies represent a much less significant portion of FirstEnergy Corp.'s operations due to a large number of shopping customers within their respective territories and the allocation factor should reflect this. Moreover, Staff asserts that allocating on the basis of operating revenue, and thus resulting in a 22 percent allocation factor, represents a method that is consistent with previous determinations in this proceeding and reflects a moderate view on the portion of the annual shortfall for which the Companies should be responsible (Rehearing Tr. Vol. III at 554, 660). OMAEG, OEC/EDF, and P3/EPSC agree with Staff's opposition, adding that FirstEnergy did not provide any evidence as to what the allocation amounts of the remaining annual shortfalls would be for the other

subsidiaries of FirstEnergy Corp. (Co. Ex. 206 at 17-18; Rehearing Tr. Vol. X at 1629-30, 1632-68; 1738). NOPEC notes that the Companies' suggested modifications to the proposed Rider DMR do nothing to remedy the legal concerns; rather, FirstEnergy is merely attempting to increase the revenues that will be collected from ratepayers. OEC/EDF and P3/EP SA go even farther to conclude that, regardless of the proposed allocation number, the Companies' customers should not be responsible for any portion of the FirstEnergy Corp.'s annual shortfall, as no evidence was presented to show that the Companies were somehow responsible for their parent corporation's financial distress. Alternatively, Sierra Club suggests, if any credit support allocation is determined to be warranted, that it be based on the proportional share of FirstEnergy Corp.'s credit issues attributable to the Companies. Thus, OMAEG, OEC/EDF, Sierra Club, and P3/EP SA recommend the Commission reject the Companies' modification to the allocation amount.

{¶ 157} FirstEnergy reiterates its earlier arguments regarding the use of a 40 percent allocation factor based on net income, adding that this allocation metric will accurately take into account the effect of cash inflows and outflows, which more closely follows the underlying purpose of utilizing the CFO to debt ratio, and, at the same time, eliminates the issue of excluding generation-related revenues from shopping customers. Additionally, FirstEnergy notes Sierra Club's alternative recommendation would be inappropriate since FirstEnergy Corp. retains debt at the parent level, but has no ability to generate cash flow from operations, which goes against the methodology and reasoning of Staff to use the CFO to debt ratio as the governing credit metric and would result in understating the Companies' relative share of the annual revenue requirement. As such, FirstEnergy maintains its position that a 40 percent allocation factor based upon net income would more accurately depict the Companies' contributions to FirstEnergy Corp.'s cash flow from operations. (Co. Ex. 206 at 11-12; Rehearing Tr. Vol. X at 1632-33.)

{¶ 158} Furthermore, Staff, OMAEG, OCC, and NOPEC maintain that extending the term of proposed Rider DMR to eight years would be excessive and that limiting the

period to three years, with the possibility of a two-year extension, is simply the best resolution if Rider DMR is approved, given the risks associated with auction prices for years beyond the three-year mark (Staff Ex. 13 at 7). OMAEG, OCC/NOAC, and P3/EPSCA agree that modifying the term of proposed Rider DMR would be unreasonable, with OMAEG adding that this request is even more egregious given the fact that FirstEnergy witness Mikkelsen was not able to confirm what actions had been taken to improve FirstEnergy Corp.'s credit rating for the past three years (Rehearing Tr. Vol. X at 1631, 1763-37). CMSD notes that the Companies' request to collect billions of dollars from distribution ratepayers over the next eight years, if all of their recommendations are approved, is unreasonable without the benefit of a rate case revenue requirement analysis and with no means to compel other subsidiaries to pay the remaining portion of the annual revenue requirement under Rider DMR.

{¶ 159} The Companies again note that FirstEnergy Corp. has taken various steps over the past three years in order to address the current financial situation, adding that the level of desired distribution grid modernization will require significant capital and will very unlikely be achieved within a three-year period. Additionally, the Companies add that, before any grid modernization projects would even begin, they would need to improve their credit metrics before accessing capital markets, thus ensuring more favorable borrowing terms. (Co. Ex. 206 at 15-16; Staff Ex. 13 at 7.) OEG also recommends that the Commission should retain the ability, upon an application of the Companies, to allow the term of Rider DMR to be extended through the approved term of *ESP IV*.

{¶ 160} Consistent with its objections against Rider DMR as proposed by Staff, OMAEG argues that the Companies and FirstEnergy Corp. have adequate credit ratings to issue new debt. Moreover, OMAEG claims that the Companies failed to provide sufficient evidence indicating that their borrowing costs would increase in the event of a credit rating downgrade. Additionally, OMAEG and OEC/EDF assert that there is no guarantee that Rider DMR would even prevent a downgrade of FirstEnergy Corp. or the Companies'

credit ratings, noting that FirstEnergy Corp. would still require a substantial amount of additional funding to achieve the desired CFO to debt ratio. As there was no evidence presented that other subsidiaries of FirstEnergy Corp. would be willing to contribute some portion of that amount, OMAEG and OEC/EDF claim that Rider DMR would likely have no impact on maintaining or improving FirstEnergy Corp.'s credit grade rating. (Staff Ex. 13 at 6; OCC Ex. 46 at 10; OCC Ex. 49 at 3, 5, 8; Rehearing Tr. Vol. II at 576; Rehearing Tr. Vol. III at 531-34, 537-38, 541, 648; Rehearing Tr. Vol. V at 1073-75.) OMAEG and OEC/EDF conclude by arguing that, if the Commission were to approve Rider DMR, with the Companies' modifications, Ohio ratepayers would essentially be providing the Companies and FirstEnergy Corp. with approximately one billion dollars annually with no return in the form of grid modernization or otherwise.

{¶ 161} As a final matter, Staff reaffirms its belief that revenues collected under Rider DMR should be subject to refund in the event that FirstEnergy Corp. relocates its headquarters or nexus of operations, or there is a change of ownership in FirstEnergy Corp. or the Companies, during the term of Rider DMR (Staff Ex. 13 at 2, 7). OCC agrees that the revenues collected under Rider DMR be subject to refund, if for no other reason, due to the extraordinary projected cost associated with the rider.

h. Should the Rider DMR revenue amount be grossed up for income taxes?

{¶ 162} FirstEnergy, Nucor, Supporting Parties, and MSC also request that the annual revenue requirement should be adjusted for taxes using the Companies' respective composite tax rates in order to actually achieve the cash flow improvement sought by Staff (Co. Ex. 206 at 11; Rehearing Tr. Vol. III at 739-41).

{¶ 163} To the extent FirstEnergy has requested that the annual revenue requirement be grossed up, or increased, to reflect the payment of income taxes, Staff agrees that the amount should be adjusted; however, Staff believes that the adjustment should be limited to reflect the amount of income tax actually paid in any given year,

rather than simply using the Companies' composite tax rates. Staff adds that, because the credit metric is primarily based on the cash inflows and outflows, this adjustment would better align with the underlying purpose of Rider DMR. OCC/NOAC and OMAEG agree with Staff's assertions, stating that the corporate tax rate to determine tax liability is far different from what the Companies would ultimately pay for income taxes. OMAEG opposes FirstEnergy's recommendation to adjust the annual revenue requirement to account for expected additional income taxes, especially considering that FirstEnergy witness Mikkelsen did not consider any other tax rates from the Companies' average composite tax rates provided in a Rider DCR update filing. Further, OMAEG notes that FirstEnergy witness Mikkelsen testified that she was unaware if this proposed composite tax rate accounted for reductions in taxable income due to accelerated depreciation. As a final note, Staff and OMAEG contend this type of gross-up methodology is more customary in traditional base rate cases. (Rehearing Tr. Vol. X at 1799-1800.)

{¶ 164} FirstEnergy responds by stating that any method of increasing Rider DMR revenues to account for the expected increase in taxable income that is less than the Companies' respective composite tax rates will fall short of the desired cash flow objectives of Staff. Particularly, FirstEnergy argues that the Companies will be required to pay additional income tax on the Rider DMR revenues equivalent to their composite tax rates and any recognizable tax offsets would either already apply to other revenue streams or would have to be recognized earlier than expected, resulting in the same net effect over time. FirstEnergy also notes that the Companies paid over \$200 million in cash in 2015 for federal and local income taxes. (Co. Ex. 206 at 11; Direct Ex. 2 at 262; Direct Ex. 3 at 262; Direct Ex. 4 at 262.) OEG agrees that, if the Commission determines that the Rider DMR revenues should be adjusted for income taxes, it should adopt gross-up methodology proposed by FirstEnergy. OEG contends, given that FirstEnergy Corp. files a consolidated tax return and any temporary differences between the financial statements and tax returns would eventually balance out, this is the most appropriate approach for the Commission to take at this time. However, OEG recommends that the Commission reserve the right to

lower the level of the tax gross-up during the term of Rider DMR in the event the corporate tax rate decreases over that period.

i. Should the Rider DMR revenue amount include an additional component to account for economic development benefits?

{¶ 165} The Companies also propose that customers pay an additional amount attributable to the economic benefit of having FirstEnergy's headquarters based in Akron, Ohio, not to exceed \$568 million (Co. Ex. 205 at 3-6; Co. Ex. 206 at 13). FirstEnergy, Supporting Parties, Nucor, and MSC request that the Commission increase the annual revenue requirement under Rider DMR to adequately recognize the economic benefit associated with the imposed condition of requiring FirstEnergy Corp. to maintain its headquarters and nexus of operations in Akron, Ohio (Co. Ex. 206 at 13-14). As indicated before, FirstEnergy also requests that the Commission reject Staff's recommendation that all Rider DMR revenues received be refunded in the event FirstEnergy Corp. moves its headquarters and nexus of operations from Akron, Ohio, noting that this condition runs counter to the purpose of Rider DMR (Co. Ex. 206 at 14-15; Rehearing Tr. Vol. X at 1603). Specifically, as a result of Ms. Murley's analysis, FirstEnergy asserts that maintaining FirstEnergy Corp.'s headquarters in Akron, Ohio has an estimated economic impact of \$568 million on Ohio's economy, and supports approximately 3,407 jobs and \$244.6 million in annual payroll throughout the state of Ohio. Moreover, the Companies assert that for every \$1 million of goods and services created by FirstEnergy Corp., an additional \$920,000 in economic activity is generated within the state's economy. (Co. Ex. 205 at 3-5.) Thus, in addition to the \$558 million annual revenue requirement discussed above, FirstEnergy would also include an amount related to the economic development benefits, not to exceed \$568 million (Rehearing Tr. Vol. X at 1599-03).

{¶ 166} OMAEG and OEC/EDF assert that FirstEnergy's alleged economic benefits associated with maintaining the corporate headquarters in Akron, Ohio are overstated, noting that FirstEnergy witness Murley's economic impact analysis overstates the impact of FirstEnergy Corp. maintaining its corporate headquarters and nexus of operations in

Akron, Ohio, and fails to account for negative consequences of doing so. Specifically, OMAEG and OEC/EDF note that FirstEnergy witness Murley's analysis failed to account for several factors, including, but not limited to: the impact of Rider DMR on the six other Fortune 500 companies located in northeast Ohio; the impact of Rider DMR on other manufacturers in the state of Ohio; the increased costs on customers and whether those costs would impact their ability to invest their money in this state; whether the increased costs would impact customers' ability to expand businesses in this state; whether the increased costs would impact customers' ability to fund community projects in this state; or whether the increased costs would deter companies from locating their businesses in this state. Additionally, OMAEG and OEC/EDF argue that Ms. Murley failed to address costs to customers associated with Rider DMR, such as lost revenues or lost opportunity costs, and that her analysis does not include a cost-benefit analysis for the Commission's consideration. (Rehearing Tr. Vol. IX at 1480-81, 1483, 1487-89, 1500-02, 1539-40, 1558.) Furthermore, OMAEG contends that Ms. Murley's IMPLAN modeling included numerous hypothetical assumptions and, that during her analysis, she failed to take any independent steps to verify the figures generated by the IMPLAN assumptions or the information provided to her by the Companies (Rehearing Tr. Vol. IX at 1481-84, 1521-23). OEC/EDF also notes that Ms. Murley failed to show that FirstEnergy Corp. had experienced a credit rating devaluation due to its headquarters being located in Akron, Ohio. OCC/NOAC specifically raised concerns that the Companies would be double-counting the value of FirstEnergy Corp.'s employees in both base rates and towards the value of FirstEnergy Corp.'s headquarters to be included in Rider DMR.

{¶ 167} As a final point, OMAEG, OCC/NOAC, and NOPEC contend that, while the Companies criticize Staff's Rider DMR for failing to include an amount associated with the benefit of maintaining FirstEnergy Corp.'s headquarters and nexus of operations in Akron, Ohio, they also ignore the fact that this commitment was already in place prior to the proposed Rider DMR (Order at 96-97; Co. Ex. 206 at 13; Co. Ex. 154 at 17; Dynegy Ex. 1 at 11; Rehearing Tr. Vol. X at 1603-04). NOPEC further asserts that it was improper for the

Companies to suggest inclusion of this additional component to the calculation of Rider DMR, since FirstEnergy did not seek rehearing on its commitment to maintain its corporate headquarters in Akron, Ohio and the June 3, 2016 Entry implied that the remaining portions of the Stipulated ESP IV that were not contested on rehearing would remain in place. Sierra Club and OCC once again add that Staff even acknowledged in its initial brief that FirstEnergy is "already recompensed adequately for the presence of the headquarters," noting that, if the Commission were to then authorize the rider on this basis, there is a potential to overcompensate the Companies.

{¶ 168} In response, FirstEnergy maintains Ms. Murley's analysis was executed correctly and is the same model from which Ms. Murley determined the economic impact of certain plants Commission relied on in its Order (Order at 88). Additionally, the Companies argue that it would have been impractical, if not impossible, for Ms. Murley to conduct the level of independent analysis requested by several intervening parties. Further, FirstEnergy also provides that the commitment to maintain FirstEnergy Corp.'s headquarters in Akron, Ohio, as described in the Third Supplemental Stipulation, represents a completely separate commitment from the condition proposed by Staff as part of Rider DMR, noting that the previous commitment was related to the continuation of Rider RRS, while Staff's condition relates to Rider DMR, including the possibility of discontinuing Rider DMR and a potential refund in the event FirstEnergy Corp. decides to move its headquarters or experiences a change in control. FirstEnergy also states that the previous commitment will only remain in place for as long as Rider RRS exists, and if Rider RRS is discontinued, then FirstEnergy Corp. will not be obligated to maintain its headquarters or nexus of operations in Akron, Ohio. While many intervenors contend that there has been no indication that FirstEnergy Corp. intends to move its headquarters, the Companies note that this condition also applies to changes in control and/or ownership, and given FirstEnergy Corp.'s weakened financial state, the Companies indicate this is a very real risk. Finally, FirstEnergy witness Murley testified that a cost-benefit analysis would have been impractical to conduct and the results of this type of analysis would have

been so broad that it would not have contributed any real meaning or understanding as to the effects of Staff's condition. (Rehearing Tr. Vol. IX at 1558-59; Rehearing Tr. Vol. X at 1499-1500, 1596-98, 1683-84, 1715, 1744.)

{¶ 169} Additionally, FirstEnergy states that the attorney examiner recognized that the double recovery arguments of OCC/NOAC were completely unfounded and irrelevant to this proceeding (Rehearing Tr. Vol. X at 1751-52). Moreover, FirstEnergy claims that its request to include an additional amount to the recoverable revenues through Rider DMR will be limited to the Commission's determination of the appropriate amount, not to exceed the actual approximate economic impact of maintaining FirstEnergy Corp.'s headquarters in Akron, Ohio (Co. Ex. 206 at 14; Rehearing Tr. Vol. X at 1805-06).

j. How will the remaining amount of the revenue shortfall be collected?

{¶ 170} Staff states that the proposed \$131 million per year, a 22 percent portion of FirstEnergy Corp.'s energy operating revenue, represents a fair proportional share to be provided by Ohio ratepayers in order to allow the Companies to retain access to financial markets and support the grid modernization initiative (Staff Ex. 13 at 4, 6). Staff witness Buckley emphasized the importance of having a balanced effort between all constituents of FirstEnergy Corp. in order to alleviate the burden to maintain the parent company's investment grade rating (Staff Ex. 13 at 5-6).

{¶ 171} The Companies initially note that FirstEnergy witness Mikkelsen presented rebuttal testimony which identified various contributions and initiatives undertaken by employees, management, shareholders, and customers of other FirstEnergy Corp. subsidiaries in order to help maintain FirstEnergy Corp.'s investment grade rating (Co. Ex. 206 at 17-18; Rehearing Tr. Vol. VIII at 1400). Specifically, FirstEnergy acknowledges the following efforts and contributions of other FirstEnergy Corp. utilities outside of Ohio: (1) the utility company in New Jersey will be recovering \$736 million for storm costs incurred in 2011 and 2012, in addition to amounts to be recovered in its pending rate case; (2) the four utilities in Pennsylvania obtained approval to recover \$293 million annually and have

additional pending rate cases that seek a total increase of \$439 million annually and capital recovery filings that will provide a \$245 million rate increase over five years; and (3) the utility in West Virginia has generated almost \$100 million in additional annual revenue from its rate case and vegetation management rider (Co. Ex. 206 at 18; Rehearing Tr. Vol. X at 1646, 1650, 1654-58, 1667).

{¶ 172} OCC/NOAC, OEC/EDF, OMAEG, and CMSD state that there are other actions FirstEnergy Corp. and the Companies could take in order to alleviate the pressing risk of a credit rating downgrade. These intervenors claim such actions would include selling additional equity, engaging in programs like FirstEnergy's cash flow improvement program, or "ring-fencing" (OCC Ex. 46 at 13-14; Tr. Vol. XXXII at 6576-77). Further, P3/EPSC contend that there are several other corporate initiatives that will provide credit support to FirstEnergy Corp., including, but not limited to, the returns on equity from storm cost recovery, base rates, capital recovery filings, and a vegetation management rider. However, OEC/EDF states these types of cases were not designed to recoup money already reserved for other purposes, therefore, they could not be considered a reasonable solution to the pressing financial situation of FirstEnergy. P3/EPSC also add that Rider AMI will also provide credit support. With these other available means of credit support, P3/EPSC claim that it would be unreasonable for the Commission to allow the Companies' ratepayers to pay these significant costs without any commitment that this investment would be used for distribution grid modernization. (Co. Ex. 206 at 17-18; Rehearing Tr. Vol. X at 1634, 1641-44, 1649-50, 1662-67.) OMAEG, CMSD, OCC, OHA, OEC/EDF, and P3/EPSC note that FirstEnergy did not provide any evidence as to how, or even if, the remaining portion of the annual shortfalls would be collected from the other subsidiaries of FirstEnergy Corp. (Co. Ex. 206 at 17-18; Rehearing Tr. Vol. III at 541, 648; Rehearing Tr. Vol. X at 1629-30, 1632-68; 1738). Additionally, P3/EPSC and CMSD argue that ensuring FirstEnergy Corp. receives adequate credit support should not solely fall on the Ohio distribution utilities' ratepayers; however, CMSD also notes that even if a reduced portion of that amount is allocated to the Companies' distribution customers, the

Commission would not have control over the residual revenue requirement needed to provide FirstEnergy Corp. with adequate credit support, nor would it have control over FirstEnergy Corp.'s generation business in order to mitigate future credit support needs (Staff Ex. 13 at 4).

{¶ 173} FirstEnergy responds by stating that Ms. Mikkelsen explained how these utility rate cases provide additional credit support to FirstEnergy Corp., noting that every time a utility files an application which includes a request to recover a return on investment, that return on investment provides credit support (Rehearing Tr. Vol. X at 1662-64). Moreover, FirstEnergy again emphasizes that Rider DMR would only be a part of a more collective effort from various constituents to maintain and/or improve the Companies' and FirstEnergy Corp.'s credit ratings (Rehearing Tr. Vol. X at 1790-91).

k. *If approved by the Commission, how should Rider DMR rates be designed?*

{¶ 174} Nucor, OMAEG, and IEU-Ohio assert that, if the Commission authorizes Rider DMR, it should allocate the revenue requirement on the basis of distribution revenue, as this method would be consistent with cost causation principles and the goal of the policy to ensure the state of Ohio's effectiveness in the global economy, as provided in R.C. 4928.02(N) (OEG Ex. 4 at 2). OEG notes that this would be an appropriate cost allocation method, since Rider DMR specifically relates to a distribution service and is intended to incentivize investment in distribution grid modernization. However, OEG ultimately recommends the Commission take a different approach, as discussed below. (OEG Ex. 7 at 2; Staff Ex. 14 at 2.)

{¶ 175} OEG contends that, given the fact that Rider DMR contains economic development and distribution components, the Commission should instead allocate costs to rate schedules 50 percent based on distribution revenues and 50 percent based on demand (OEG Ex. 7 at 3). After applying the 50/50 cost allocation to the rate schedules, OEG further recommends that the Companies collect the allocated DMR costs using a

kWh charge calculated for each rate schedule, noting that, although this runs contrary to cost causation principles, it will promote a more balanced overall outcome for low load factor customers (OEG Ex. 7 at 4). OEG witness Baron testified that including this kWh charge component is detrimental to high load customers, including many of OEG's members, but will lead to a more desirable overall outcome for all rate classes (Rehearing Tr. Vol. VI at 1319-20). In the event Rider DMR costs are not allocated on the basis of distribution revenues, MSC, OMAEG, and Nucor support OEG's recommended rate design for Rider DMR. Nucor and MSC also support OEG's recommendation to recover costs within each rate schedule using a kWh charge. OCC argues that OEG's recommendation would result in a disproportionate share of costs on residential and small commercial customers.

{¶ 176} In the event the Commission were to decide to reject an allocation based solely on distribution revenue, IEU-Ohio and Nucor suggest that the Commission adopt the proposed approach by OEG witness Baron (OEG Ex. 7 at 3). IEU-Ohio and Nucor argue that the portion based on demand would accurately reflect the economic development components of this unique charge and, at the same time, avoid shifting a substantial portion of the revenue responsibility to commercial and industrial customers in energy intensive industries. Nucor adds that this allocation method would be a balanced approach to more evenly spread the impact of the rider among the customer classes. Nucor also notes its support for Mr. Baron's recommendation that Rider DMR be recovered from all customers through the kWh charge (Rehearing Tr. Vol. VI at 1318-19).

{¶ 177} OCC/NOAC and Staff recommend alternative proposals that allocate and charge the revenue responsibility for Rider DMR in accordance with a 50 percent demand basis and 50 percent energy basis, noting this would result in the most equitable treatment across the rate classes (Rehearing Tr. Vol. II at 431).

{¶ 178} IEU-Ohio and OEG request that the Commission reject Staff's and OCC/NOAC's proposals to allocate a portion of the non-variable Rider DMR costs based

on variable energy usage, noting that, in addition to a complete lack of evidentiary support, this methodology runs against industry practice and would be inconsistent with the state policies set out in R.C. 4928.02(H) (OEG Ex. 7 at 3). Furthermore, IEU-Ohio contends that approving the rate designs proposed by either OCC/NOAC or Staff would violate R.C. 4903.09, which requires the Commission to make findings of fact and base its decision on those findings of fact. Nucor adds that an energy allocation would not be optimal, as there is no nexus between the costs that would be recovered under Rider DMR and the volume of energy used by any given customer. Additionally, Nucor and IEU-Ohio argue that an energy allocation would also shift a large portion of the responsibility for Rider DMR to energy-intensive commercial and industrial customers (OEG Ex. 7 at 3-4).

{¶ 179} Although OEG supports its own recommendations for cost allocation and rate design as described above, it also acknowledges that a more appropriate alternative to Staff's proposal would be to allocate Rider DMR costs to only the residential class based 50 percent on demand and 50 percent on energy and then allocate the remaining Rider DMR costs to the other rate schedules on a 50 percent distribution revenue basis and 50 percent demand basis. OEG adds that this would provide residential customers with the cost allocation suggested by Staff witness Turkenton and would effectively lessen the rate impact of Rider DMR on residential customers by \$15.4 million per year. (Rehearing Tr. Vol. II at 431.) OCC notes that, in the event Rider DMR is approved, OEG's alternative rate design would be reasonable and should be adopted.

{¶ 180} NOPEC argues that both of OEG's recommendations would result in a disproportionate share of costs on residential and small commercial customers and, thus, recommend adopting Staff and OCC/NOAC's alternative proposal for Rider DMR's rate design in the event the Commission approves Rider DMR. OEC/EDF also questions OEG's recommended alternative to Staff's proposal, adding that no customers should be responsible for any portion of the credit issues currently faced by the Companies.

I. If approved by the Commission, should Rider DMR revenues be included or excluded for purposes of the SEET?

{¶ 181} FirstEnergy and MSC argue that including Rider DMR revenues in the SEET calculation would defeat the purpose of the rider to provide credit support to the Companies, further complicating FirstEnergy's efforts to modernize its grid. Specifically, FirstEnergy argues that including these revenues in the calculation may result in the Companies having to refund these same revenues in the following year, in which case the funds would not be available for future grid modernization projects. Much like its arguments against including the modified Rider RRS revenues in the SEET calculation, FirstEnergy contends that Rider DMR constitutes an "extraordinary item" in the sense that no other company used in the SEET calculation has a mechanism similar to Rider DMR, or a mechanism designed to incentivize grid modernization and provide credit support. (Co. Ex. 206 at 22-23; Rehearing Tr. Vol. IV at 926.) Additionally, FirstEnergy argues that Rider DMR revenues would also qualify for exclusion from the SEET calculation under the Companies' existing exclusion "associated with any additional liability or write-off of regulatory assets due to implementing the Companies' ESP IV," as the credit support provided by Rider DMR would be associated with the additional debt needed to fund its grid modernization initiative. Along those same lines, FirstEnergy further asserts that the revenues may be excluded from the SEET calculation as the Commission has previously excluded the Companies' deferred carrying charges. *FirstEnergy ESP III* Order at 48. (Co. Ex. 206 at 23-24.)

{¶ 182} Utilizing many of the same arguments used in his discussion of the Companies' Proposal, OCC witness Duann similarly recommends that, if the Commission approves Rider DMR, the revenues and expenses resulting from Rider DMR should be included for purposes of conducting the SEET (OCC Ex. 43 at 11-12; Rehearing Tr. Vol. IV at 930). Direct Energy agrees with OCC/NOAC's recommendation, further indicating that these exclusionary terms would lose all meaning in the event the Commission was to determine a rider that is proposed and approved as part of an ESP is "special" or

“extraordinary.” OCC/NOAC further argue that adjustments for purposes of the SEET are generally limited to “extraordinary, special, one-time only events,” and there is nothing extraordinary about “the purpose, regularity, and permanency of revenues collected” through Rider DMR (OCC Ex. 43 at 8-9). Finally, OMAEG and OCC once again assert that FirstEnergy’s argument that there is no other rider similar to Rider DMR is baseless, given the fact that the Commission is only required to evaluate companies that “face comparable and financial risk.”

m. Additional recommendations of conditions to Rider DMR.

{¶ 183} In the event that Rider DMR is approved by the Commission, Sierra Club makes several recommendations that it asserts will benefit the Companies’ customers. For instance, Sierra Club requests that the Commission require that all Rider DMR revenues be set aside in a separate account(s) within the Companies and restrict disbursements from this account(s). Furthermore, Sierra Club suggests that the use of revenues collected under Rider DMR be limited to grid modernization projects or other projects benefiting customers, further recommending that these projects be implemented within a reasonable amount of time. As its last recommendation, Sierra Club requests that the Companies be precluded from receiving double recovery on capital investments made with Rider DMR revenues, particularly recovery of depreciation payments. With these mechanisms in place, Sierra Club argues that Rider DMR would benefit customers and would continue to provide the necessary credit support to FirstEnergy, much like the existing Riders AMI and DCR. (Co. Ex. 206 at 18; Rehearing Tr. Vol. X at 1635, 1641-44.) RESA supports Sierra Club’s recommendation to impose restrictions to ensure Rider DMR revenues are not transferred from the Companies to FirstEnergy Corp. and then to FES. Additionally, RESA suggests that the Companies be required to publicly file quarterly reports and provide details as to how the Rider DMR funds are being utilized.

{¶ 184} The Companies initially assert that Sierra Club has misunderstood the purpose of Rider DMR, noting that there is a difference between the revenues necessary to

provide credit support for grid modernization projects and the actual amount of cash needed to pay for such projects. Moreover, FirstEnergy argues that Sierra Club's recommendations ignore the true purpose of Rider DMR, which is to provide credit support to the Companies so that they will be able to fund distribution modernization projects, adding that Rider DMR was never intended to provide cash to be used for any specific projects. (Staff Ex. 15 at 15; Co. Ex. 206 at 5, 8, 16.) Additionally, FirstEnergy contends that requiring the suggested restrictions directing the Rider DMR revenues to be used by the Companies and for such funds to be accounted for in a separate account are unnecessary, as it would be reasonable to assume that the Rider DMR revenues would be recorded in a separate general ledger account for tracking purposes (Rehearing Tr. Vol. I at 71-72; Rehearing Tr. Vol. X. at 1607). As Rider DMR would not be tied to any specific capital investments and is not recovering a return on investment, the Companies and Staff further assert that there would be no double recovery, adding that any capital expenditures needed under a grid modernization program would have to be funded well before the Companies would be able to recover any specific costs under Rider AMI. The Companies add that Staff witness Choueiki explained this distinction during his testimony, noting that the credit support through Rider DMR and the return on and of investment under Rider AMI, although linked, are very different. (Rehearing Tr. Vol. V at 1227-30.) Finally, the Companies state that, contrary to Sierra Club's arguments, Rider DMR, and the applicable credit support to the Companies, will provide an array of benefits to customers, without the need of Sierra Club's additional modifications (Co. Ex. 206 at 5-6, 8; Rehearing Tr. Vol. X at 1697-98, 1818).

3. COMMISSION DECISION

{¶ 185} The Commission finds that the Staff's alternative proposal, in the form of proposed Rider DMR, should be adopted. Rider DMR will provide a needed incentive to the Companies to focus innovation and resources on grid modernization. Further, Rider DMR will address a demonstrated need for credit support for the Companies in order to ensure that the Companies have access to capital markets in order to make investments in

their distribution system. Accordingly, we will further modify the Stipulations previously adopted by the Commission to eliminate the provision for original Rider RRS in the Stipulated ESP IV and to authorize the Companies to implement Rider DMR as recommended by Staff, subject to modifications ordered herein by the Commission. Further, we will direct the Companies to file tariffs withdrawing existing Rider RRS.

a. Rider DMR would provide a needed incentive to the Companies to focus efforts on grid modernization.

{¶ 186} The Commission finds that the evidence in the record demonstrates that Rider DMR would provide a needed incentive to the Companies to focus innovation and resources on grid modernization. As noted above, during rehearing testimony, RESA witness Crockett-McNew urged the Commission to reject Rider RRS and to “focus FirstEnergy on an area that would warrant improvements” (RESA Ex. 7 at 7). Staff witness Choueiki recommended, in his rehearing testimony, that:

[T]he Commission should direct the Companies to invest in modernizing the distribution grid. This effort would be accomplished through the deployment of advanced hardware and software with the goal of bringing about the intelligence of the distribution grid all the way to the customers’ premises. Customers would then be able to interact and transact with retail suppliers and third party providers of innovative products and services, such as energy efficiency and demand response products, green energy, distributed generation and others. (Staff Ex. 15 at 15.)

{¶ 187} RESA witness Crockett-McNew also testified to the benefits of grid modernization:

While many commercial and industrial customers in FirstEnergy’s service territories already have interval meters,

they nonetheless would benefit from FirstEnergy's ability to identify, isolate and quickly resolve outages, which will occur with a grid modernization program in place. All other customers without smart meters will likewise benefit from reduced outage times. In addition, customers currently without smart meters would further benefit from greater product options, such as time-of-use or peak-shaving products. There are companies who use meters within homes and businesses (through device-level analytics) to allow customers to make better informed energy decisions. This type of grid modernization is changing the face of utility and energy services to the benefit of all customers. (RESA Ex. 7 at 7.)

{¶ 188} The Commission notes the Stipulations modified and approved by the Commission in this proceeding provide that the Companies file a grid modernization business plan. Pursuant to this provision, the Companies filed an application on February 29, 2016, in the *FirstEnergy Grid Modernization Case*. However, Staff witness Choueiki testified that the Companies grid modernization efforts should extend beyond this application (Staff Ex. 15 at 15-16; Rehearing Tr. Vol. IV at 1007-08, 1021-22; Rehearing Tr. Vol. IV at 1015; Rehearing Tr. Vol. V at 1221-23).

b. Rider DMR is authorized under R.C. 4928.143(B)(2)(h).

{¶ 189} The Commission finds that Rider DMR is authorized under R.C. 4928.143(B)(2)(h). Under this statutory provision, an electric security plan may include:

Provisions regarding the utility's distribution service, including, without limitation and notwithstanding any provision of Title XLIX of the Revised Code to the contrary, provisions regarding single issue ratemaking, a revenue decoupling mechanism or any other incentive ratemaking, and

provisions regarding distribution infrastructure and modernization incentives for the electric distribution utility. R.C. 4928.143(B)(2)(h) (emphasis added).

{¶ 190} As proposed by Staff, Rider DMR is a distribution modernization incentive for the Companies. The testimony in the record makes it clear that Rider DMR is related to distribution rather than generation (Rehearing Tr. Vol. IV at 1009-11). Further, under the plain language of the statute, Rider DMR is an incentive. Webster's defines an "incentive" as "something that stimulates one to take action, work harder, etc.; stimulus; encouragement" (Webster's New World Dictionary, Third College Edition 682 (1988)). The rehearing testimony demonstrates that Staff intends for Rider DMR to jump start the Companies' grid modernization efforts (Staff Ex. 15 at 15; Co. Ex. 206 at 5-6; Rehearing Tr. Vol. IV at 956-57; 1015-16; Rehearing Tr. Vol. V at 1223, 1254-55). Accordingly, we find that the record demonstrates that Rider DMR is intended to stimulate the Companies to focus their innovation and resources on modernizing their distribution systems. Therefore, Rider DMR is a distribution modernization incentive authorized by R.C. 4928.143(B)(2)(h).

{¶ 191} Further, the Commission notes that, in this proceeding, Staff has completed an examination of the reliability of the Companies' distribution system and ensured that the customers' and the Companies' expectations are aligned (Staff Ex. 4 at 6-10; Tr. XXVIII at 5840-41). We find that this examination complies with the requirements of R.C. 4928.143(b)(2)(h) for approval of a mechanism enumerated in that statute.

c. The Companies need to be able to obtain capital for needed investments in their distribution systems.

{¶ 192} The Commission finds that Rider DMR is necessary to assist the Companies in accessing the capital markets in order to make needed investments in their distribution systems. The Companies already need capital to make investments in the distribution systems simply to maintain reliability. These investments are recovered

through Rider DCR, which provides for accelerated recovery of distribution investments when compared to recovery through a distribution base rate case but is subject to annual caps. In addition, the record indicates that the Companies need cash to meet debt redemption requirements which will exceed one billion dollars through 2024 (Co. Ex. 206 at 6). Additional investments needed to modernize the grid will require the Companies to access the capital markets for additional dollars to fund such investments (Rehearing Tr. Vol III at 571-573). Staff witness Choueiki notes that, credit support provided by Rider DMR will assist the Companies in receiving more favorable terms when accessing the credit market and that accessing the credit markets will, in turn, enable the Companies to obtain funds to “jumpstart” their grid modernization efforts (Staff Ex. 15 at 15).

{¶ 193} FirstEnergy witness Mikkelsen testified regarding the challenges faced by the Companies in competing for investor dollars. According to Moody’s, while Ohio Edison is three notches above investment grade, Cleveland Electric Illuminating and Toledo Edison are only one notch above investment grade. Likewise, FirstEnergy Corp. is only one notch above investment grade. (Co. Ex. 206 at 6-7.) Staff witness Buckley testified that S&P’s rating for FirstEnergy Corp. is one notch above investment (Staff Ex. 13 at 5). However, Mr. Buckley also testified that S&P takes an “umbrella” approach to credit ratings and that a downgrade to FirstEnergy Corp. would result in a downgrade to the Companies (Rehearing Tr. Vol. III at 595-96, 680). Staff witness Choueiki notes that, if the Companies are downgraded, future financing costs could increase (Staff Ex. 15 at 15, fn. 26), and OCC witness Kahal agreed with the Staff’s goal of protecting the Companies’ credit ratings (OCC Ex. 46 at 13).

- d. The evidence demonstrates that a downgrade of the Companies’ credit ratings is a serious risk and that a downgrade would have adverse effects upon the Companies’ ability to access the capital markets.*

{¶ 194} There is ample evidence in the record establishing that a downgrade of the Companies’ credit rating is a serious risk. Staff witness Buckley testified that, on January 26, 2016, Moody’s issued a credit opinion stating that certain factors could lead to a

downgrade of FirstEnergy Corp. These factors include the failure of the modified ESP to allow FirstEnergy Corp. to maintain financial metrics adequate for investment grade ratings and continued weakening of merchant energy markets. (Staff Ex. 13 at 4; Co. Ex. 206 at 6-7; Direct Ex. 1 at 3.) Likewise, on April 28, 2016, S&P issued a research update revising FirstEnergy Corp.'s outlook from "stable" to "negative" (Staff Ex. 13 at 8, Att. 3 at 4). OMAEG witness Lause agreed that, in his experience, the credit ratings of parents and subsidiaries are usually consistent and that, if one credit rating downgraded the Companies it is highly possible that the other credit rating agencies would also downgrade the Companies (Tr. Rehearing Vol. V at 1072-73). The rehearing testimony also demonstrates that, with respect to S&P credit ratings, if FirstEnergy Corp. were downgraded, the Companies would also be downgraded (Co. Ex. 206 at 7, fn. 7; Rehearing Tr. Vol. III at 509-10, 594-96, 680).

{¶ 195} The rehearing testimony also shows that a downgrade would have adverse consequences for the Companies. A downgrade may result in limited access to the credit markets (Staff Ex. 13 at 6). Both Company witness Mikkelsen and OCC witness kahal agreed that some investors, such as pension funds, will only invest in investment grade companies (Co. Ex. 206 at 7; Rehearing Tr. Vol. VIII at 1391). A downgrade may result in more restrictive terms and conditions (Staff Ex. 13 at 6; Co. Ex. 206 at 7). A downgrade may trigger requirements that the Companies or FirstEnergy Corp. post cash as collateral (Staff Ex. 13 at 6; Co. Ex. 206 at 8; OMAEG Ex. 37 at 9). Most importantly, a downgrade may result in higher borrowing costs, increasing the Companies' long-term cost of debt, as OCC witness Kahal acknowledged (Rehearing Tr. Vol. VIII at 1387-88, 1391). Because long-term cost of debt is a key factor in determining a utility's rate of return, increases in the long-term cost of debt will inevitably result in higher rates for customers. (Staff Ex. 13 at 6; Co. Ex. 206 at 7-8.) Finally, higher debt costs may reduce the funds available for investment in distribution infrastructure to maintain reliability or for investment in modernizing the grid (Co. Ex. 206 at 8).

- e. *Staff's recommendation for the amount of Rider DMR is supported by the record and should be adopted, as modified by the Commission.*

{¶ 196} The Commission finds that the Staff's recommendation for the amount of Rider DMR is reasonable and should be adopted subject to modification by the Commission. Staff witness Buckley testified that the ratio of CFO to debt is a key metric in avoiding a future downgrade (Staff Ex. 13 at 3, 4). Moody's identified a CFO to debt ratio of 14 to 15 percent as essential to maintain the current investment grade rating (Staff Ex. 13, Att. 2 at 2). Using energy operating revenues, Staff witness Buckley calculated, based upon a five-year historic average, the amount of cash necessary for FirstEnergy Corp. to maintain a CFO to debt ratio of 14.5 percent. Mr. Buckley then allocated 22 percent of that cash necessary to the Companies based upon the Companies' share of operating revenues of FirstEnergy Corp. overall. This results in the recommendation for the annual revenue amount for Rider DMR of \$131 million.

{¶ 197} The Commission notes that FirstEnergy disputes Staff's recommended amount for Rider DMR, alleging that the proper amount for Rider DMR is at least \$4.464 billion over the term of the ESP (Co. Ex. 206 at 12-13). FirstEnergy witness Mikkelsen recommends that the target goal for CFO to debt should be 15 percent rather than the 14.5 percent recommended by Staff witness Buckley. Ms. Mikkelsen points out that, although Staff relied upon a notice issued by Moody's in January 2016 setting the range for CFO to debt at 14 percent to 15 percent, a more recent notice from Moody's set the range at 14 percent to 16 percent (Co. Ex. 206 at 10; Direct Ex. 1 at 2). Thus, FirstEnergy claims the midpoint of the range should be 15 percent instead of 14.5 percent. We disagree with FirstEnergy. We intend for Rider DMR to provide the minimum amount necessary to provide credit support for the Companies to facilitate access to the credit markets. Staff's recommendation of 14.5 percent as a target ratio for CFO to debt is within the range proposed by Moody's in both January 2016 and April 2016. It should be adopted.

{¶ 198} FirstEnergy also contends that the calculation for Rider DMR revenue should be based upon a three-year average, from 2012 through 2014, rather than the Staff's

proposed five-year average, from 2011 through 2015. FirstEnergy witness Mikkelsen claims that 2011 should be excluded because the CFO to debt ratio was 14 percent, which was already within Moody's target range adopted by Staff. Ms. Mikkelsen also testified that 2015 should be excluded because there was an unusual spike in capacity prices and because it is based upon a partial year. We disagree with Ms. Mikkelsen's rationale for excluding 2011. The fact that the actual ratio of CFO to debt for that year was within the range adopted by Staff is irrelevant; the ratio is still part of the historic average. However, although it would be best to use the most recent numbers data available, we do agree that averaging partial year numbers for 2015 with full year numbers for 2011 through 2014 is inappropriate. Therefore, Rider DMR will be calculated on the historic average of CFO to debt for 2011 through 2014. This results in an adjustment of Rider DMR to \$ 132.5 million annually rather than the \$131 million proposed by Staff.

{¶ 199} The Staff's recommendation of an allocation factor based upon energy operating revenue (Staff Ex. 13 at 3) is also reasonable and should be adopted. FirstEnergy witness Mikkelsen did not agree with energy operating revenue as the allocation factor, arguing that this factor was too dependent on customer shopping levels. Ms. Mikkelsen proposed a number of alternatives, including distribution sales, percentage of distribution employees in Ohio, and percentage of distribution customers in Ohio while recommending net income as the allocation factor. (Co. Ex. 206 at 11-12.)

{¶ 200} We are not persuaded that Staff's proposed allocation factor is inappropriate or that FirstEnergy's proposed allocation factor should be used instead. We note that Staff witness Buckley testified that Staff examined a number of other allocation factors and that use of energy operating revenue was the most consistent way of allocating Rider DMR (Rehearing Tr. Vol. III at 553-54). Further, Staff witness Buckley specifically rejected use of net income as an allocation factor (Rehearing Tr. Vol. III at 738-39).

{¶ 201} Moreover, on cross-examination, Ms. Mikkelsen acknowledged that she had not performed the calculations to determine what share of the overall CFO to debt

ratio shortfall of FirstEnergy Corp. is attributable to the Companies (Rehearing Tr. Vol. X at 1629-30). Therefore, use of net income as the allocation factor could cause Ohio ratepayers to improperly subsidize FirstEnergy affiliates who are either under-earning or losing money and, thus, who are disproportionately contributing to the overall CFO to debt ratio shortfall of FirstEnergy Corp. Accordingly, we conclude that, based upon the record, *use of energy operating revenue is the proper allocation factor.*

{¶ 202} The Commission agrees that Rider DMR should be adjusted to account for Federal corporate income taxes. Rider DMR is intended to assist the Companies in addressing the CFO to debt ratio shortfall of FirstEnergy Corp. This requires an adjustment for taxes as the “cash” component of the CFO to debt ratio is an after tax amount (Rehearing Vol. III at 738-39). Therefore, the Commission directs that Rider DMR should recover \$ 132.5 million, adjusted for recovery of taxes at the prevailing Federal corporate income tax rate.

{¶ 203} Several intervenors on brief contend that Ohio should not bear the full burden of ensuring that FirstEnergy Corp. does not suffer a downgrade. As a preliminary matter, the Commission notes that the allocation factor recommended by Staff ensures that Rider DMR recovers the Companies’ proportionate share of improving FirstEnergy Corp.’s CFO to debt ratio.

{¶ 204} Nonetheless, the record demonstrates that all of FirstEnergy Corp.’s stakeholders are sharing in the burden of improving its financial health. FirstEnergy Corp. has already reduced the dividend paid to shareholders, from \$2.20 per share to \$1.44 per share, which results in a reduction of over \$300 million annually (Co. Ex. 206 at 17). In addition, FirstEnergy affiliates have sought or had approved the following rate increases: (1) in New Jersey, approved recovery of \$736 million in storm damage costs incurred in 2011 and 2012, as well as a proposed increase in rates of \$142 million; (2) in Pennsylvania, approved increase of \$293 million, additional proposed increase of \$439 million and proposed capital recovery filings of \$245 million; and (3) in West Virginia, \$100 million in

additional revenue from a rate case and vegetation management rider (Co. Ex. 206 at 18; Rehearing Tr. Vol. X at 1646, 1650, 1654-58, 1667). In addition, FirstEnergy Corp. has embarked on other cost savings programs (Co. Ex. 206 at 18). Finally, the Commission notes that several intervenors have blamed FirstEnergy Corp.'s financial difficulties on "risky unregulated merchant plant operations" (OCC Ex. 46 at 13); however, during the hearing, FES announced that it would shut down four of the units at the Sammis generation plant (Rehearing Tr. Vol. V at 1702).

{¶ 205} The Commission notes that OCC witness Kahal claims that FirstEnergy Corp. has the capability to strengthen its balance sheet through equity share sales. Although we agree that issuing equity may be part of the solution to FirstEnergy Corp.'s financial issues, the Commission does not regulate FirstEnergy Corp., and it is up to FirstEnergy Corp.'s management to decide the proper steps to take to strengthen its balance sheet. We further note that OCC witness Kahal advocates that the Commission also explore ring fencing of the Companies to protect them from risks due to FES merchant plant operations (OCC Ex. 46 at 9, 13-14). However, Mr. Kahal also acknowledges that ring fencing is "premature" at this time (OCC Ex. 46 at 14).

f. Rider DMR should be conditioned upon the implementation of all grid modernization programs approved by the Commission.

{¶ 206} The Commission finds that recovery of revenue under Rider DMR should be conditioned upon: (1) continued retention of the corporate headquarters and nexus of operations of FirstEnergy Corp. in Akron, Ohio; (2) no change in "control" of the Companies as that term is defined in R.C. 4905.402(A)(1); and (3) a demonstration of sufficient progress in the implementation and deployment of grid modernization programs approved by the Commission.

{¶ 207} We note that the Commission will undertake a detailed policy review of grid modernization in the near future. Following such review, we will address FirstEnergy's pending grid modernization application, and, informed by the results of that

detailed policy review, the Commission will grant approval of the grid modernization programs as we deem appropriate in light of the policy review.

{¶ 208} Nonetheless, nothing in our decision today should be construed as approving any of the grid modernization programs referenced above. Further, we note that, for purposes of the continuation of Rider DMR, "sufficient progress" will be determined at the sole discretion of the Commission; further, "sufficient progress" will only be determined with respect to the implementation and deployment of grid modernization programs actually approved by the Commission.

{¶ 209} However, the Commission will not adopt the Staff's recommendation that Rider DMR be subject to refund, to be refunded if FirstEnergy Corp. moves its headquarters or nexus of operations during the collection of Rider DMR (Staff Ex. 13 at 7). Making Rider DMR subject to refund would be counterproductive and impose additional risks on the Companies.

{¶ 210} The Commission agrees with Staff's recommendation that Rider DMR be limited to three years with a possible extension of two years (Staff Ex. 13 at 7). FirstEnergy may apply for such extension by filing an application in a separate docket by October 1, 2018. The Commission will determine the amount of the Rider DMR for the two-year extension period based upon the evidence presented in the separate docket, including, but not limited to evidence of the Companies' financial needs and evidence of the measures undertaken by the Companies, FirstEnergy Corp., and their stakeholders to address the financial issues discussed throughout this Fifth Entry on Rehearing.

g. Rider DMR rate design.

{¶ 211} With respect to rate design, we note that we agree with OEG witness Baron that Rider DMR is "primarily a distribution-related rider since the revenues received by the Companies under the Rider are intended to incentivize increased investment in distribution modernization (OEG Ex. 7 at 2). We further agree that the Commission

should take a different approach to Rider DMR and take a hybrid approach to allocating Rider DMR costs (OEG Ex. 7 at 3). However, the allocation and rate design proposed by Mr. Baron results in the allocation of 44 percent of the Rider DMR cost to residential customers (Rehearing Tr. Vol. IV at 1303-04; OEG Ex. 8). The Commission finds that this allocation would excessively impact residential customers. Therefore, the Commission will adopt the rate design and allocation proposed by Staff witness Turkenton on cross-examination, based upon 50 percent energy and 50 percent demand (Rehearing Tr. Vol. II at 431). This rate design appears to best embody the concept of gradualism by allocating the revenue and designing rates based in equal share on energy and demand (Rehearing Tr. Vol. II at 430-31). This allocation will mitigate the impact of Rider DMR on residential customers. The Commission finds that Rider DMR revenue should also be allocated between Ohio Edison, Cleveland Electric Illuminating, and Toledo Edison based upon 50 percent energy and 50 percent demand. The Commission further notes that the Companies should update Rider DMR annually, including any over- or under-recoveries, but the Companies are not authorized to collect carrying charges on any monthly over- or under-recoveries.

{¶ 212} In addition, the Commission finds that Rider DMR revenues should be excluded from SEET calculations. Including the revenue in SEET would introduce an unnecessary element of risk to the Companies and undermine the purpose of providing credit support for the Companies. However, we will reconsider whether to exclude Rider DMR revenues from SEET when we rule upon any possible extension of Rider DMR.

h. Existing Rider RRS should be eliminated.

{¶ 213} The Commission clarifies we are granting rehearing on the sixth, seventh, and eighth assignments of error in the application for rehearing filed by the Companies in this proceeding on May 2, 2016; and we intend Rider DMR to replace Rider RRS as modified and approved by the Commission in the ESP IV Opinion and Order.

Accordingly, the Companies are directed to file compliance tariffs eliminating the placeholder for Rider RRS, as modified and approved by the Commission.

D. The Stipulations, as modified by the Commission, continue to meet the three-prong test for the consideration of stipulations.

{¶ 214} As we discussed in the Order, the parties filed stipulations, which the parties specifically describe as the culmination of discussions and accommodation of diverse interests. Ohio Adm.Code 4901-1-30 authorizes parties to Commission proceedings to enter into a stipulation. Although not binding on the Commission, the terms of such an agreement are accorded substantial weight. *Consumers Counsel v. Pub. Util. Comm.*, 64 Ohio St.3d 123, 125, 1992-Ohio-122, 592 N.E.2d 1370, citing *Akron v. Pub. Util. Comm.*, 55 Ohio St.2d 155, 157, 378 N.E.2d 480 (1978). This concept is particularly valid where the stipulation is unopposed by any party and resolves all issues presented in the proceeding in which it is offered.

{¶ 215} The standard of review for considering the reasonableness of a stipulation has been discussed in a number of prior Commission proceedings. See, e.g., *Cincinnati Gas & Elec. Co.*, Case No. 91-410-EL-AIR (Apr. 14, 1994); *Western Reserve Telephone Co.*, Case No. 93-230-TP-ALT (Mar. 30, 1994); *Ohio Edison Co.*, Case No. 91-698-EL-FOR, et al. (Dec. 30, 1993). The ultimate issue for our consideration is whether the agreement, which embodies considerable time and effort by the signatory parties, is reasonable and should be adopted. In considering the reasonableness of a stipulation, the Commission has used the following criteria: (1) Is the settlement a product of serious bargaining among capable, knowledgeable parties? (2) Does the settlement, as a package, benefit ratepayers and the public interest? (3) Does the settlement package violate any important regulatory principle or practice?

{¶ 216} The Supreme Court of Ohio has endorsed the Commission's analysis using these criteria to resolve issues in a manner economical to ratepayers and public utilities. *Indus. Energy Consumers of Ohio Power Co. v. Pub. Util. Comm.*, 68 Ohio St.3d 559, 1994-

Ohio-435, 629 N.E.2d 423, citing *Consumers' Counsel* at 126. The Court stated in that case that the Commission may place substantial weight on the terms of a stipulation, even though the stipulation does not bind the Commission. Contrary to many assertions of the intervening parties, the Commission must only review the three-prong test as it pertains to Stipulated ESP IV, as a package, as modified by the Commission in its Order and this Fifth Entry on Rehearing.

{¶ 217} OCC/NOAC, RESA, and P3/EP SA reiterate their arguments that the Commission acted unreasonably and unlawfully, under R.C. 4928.141(B), when it applied the three-prong test, alleging that this standard is inappropriate when the Companies maintained unequal bargaining power, there was considerable "favor-trading," and the various stipulations filed in this proceeding addressed issues unrelated to FirstEnergy's ESP filing. These parties claim that the Commission should have found that Stipulated ESP IV did not pass the first prong of the three-prong test and evaluated each individual provision of Stipulated ESP IV on its own merits, rather than as a package. (OCC/NOAC App. for Rehearing (May 2, 2016) at 4-5; RESA App. for Rehearing (Apr. 29, 2016) at 30-32, 42-43; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 26-29, 38-39; OCC/NOAC Ex. 1 at 7-9.)

{¶ 218} In its memorandum contra intervenor applications for rehearing, FirstEnergy argues that the Commission was correct to utilize the three-prong test for evaluating the Stipulated ESP IV.

{¶ 219} We note that these issues were thoroughly addressed in our Order and we continue to carefully conduct the same type of analysis as previously discussed, requiring our independent judgment, based upon the Commission's statutory authority, the evidentiary record, and the Commission's specialized expertise and discretion. *Monongahela Power Co. v. Pub. Util. Comm.*, 104 Ohio St.3d 571, 578, 2004-Ohio-6896, 820

N.E.2d 921. (Order at 40-41, 79, 81.) Accordingly, we find no merit in these arguments and the related assignments of error will, therefore, be denied.¹⁵

1. THE STIPULATIONS, AS MODIFIED BY THE COMMISSION, ARE THE PRODUCT OF SERIOUS BARGAINING AMONG CAPABLE, KNOWLEDGEABLE PARTIES

a. Assignments of Error Raised and Arguments of the Parties.

{¶ 220} In the Order, the Commission determined that the Stipulations, as supplemented, appeared to be the product of serious bargaining among capable, knowledgeable parties (Order at 43). In this Fifth Entry on Rehearing, we affirm our finding that, the Stipulations are the result of serious bargaining among capable, knowledgeable parties.

{¶ 221} OCC/NOAC, OMAEG, RESA, P3/EP5A, NOPEC, and Power4Schools argue that the Commission unreasonably determined that the Stipulations were the product of serious bargaining among capable, knowledgeable parties. More specifically, OCC/NOAC argue that the Commission created a new and more lenient standard for determining whether to adopt a settlement. Further, OCC/NOAC contend that the Commission erred by not explicitly ruling that the Consumer Protection Association was a defunct organization and would not receive any of the alleged benefits of the settlement, including fuel fund monies allocated to the Citizens' Coalition and money directed to the Citizens' Coalition for the Customer Advisory Agency pilot program. OMAEG adds that the evidence shows that the signatory parties are merely a redistributive coalition. RESA and P3/EP5A argue that the Commission erred in making this determination despite the fact that millions of dollars in favors were allegedly traded to the signatories in order to obtain their consent to the Stipulations and despite the fact that side agreements existed with several signatory parties. Similarly, Power4Schools argues that the signatory parties

¹⁵ We also note that all memoranda contra applications for rehearing that have not otherwise been addressed in this proceeding, will be considered during the Commission's analysis of the three-prong test. To the extent that intervening parties argued that the Commission erred to grant rehearing before memoranda contra were filed on May 12, 2016, those assignments of error are summarily rejected.

did not bargain on behalf of large customer classes, but negotiated narrowly tailored benefits to meet their self interests. NOPEC and Power4Schools argue that the Commission failed to consider the diversity of interests of the parties opposing the Stipulations and, further, NOPEC argues that the Commission erred in finding the bargaining was serious when the Companies had the statutory ability to unilaterally reject any modification to the proposed ESP. (RESA App. for Rehearing (Apr. 29, 2016) at 32-41; P3/EPISA App. for Rehearing (Apr. 29, 2016) at 29-38; OCC/NOAC App. for Rehearing (May 2, 2016) at 5-7; OMAEG App. for Rehearing (May 2, 2016) at 8-12, 63-65; NOPEC App. for Rehearing (May 2, 2016) at 9-10; Power4Schools App. for Rehearing (May 2, 2016) at 3-4).

{¶ 222} In its memorandum contra, FirstEnergy asserts that the Commission correctly found that serious bargaining occurred. Initially, FirstEnergy contends that opposition by some intervenors to the Stipulated ESP IV does not undermine serious bargaining, as opposition is irrelevant; rather, FirstEnergy asserts that what matters is adequate diversity among the parties to the stipulation. FirstEnergy also cites Commission precedent that no single party or customer class may exercise veto power over a stipulation. Next, FirstEnergy argues that the Stipulated ESP IV did not result from alleged favor trading, but rather, actual bargaining which, by its nature, requires a quid pro quo. Further, FirstEnergy asserts that the existence of a side agreement did not undermine serious bargaining, as it was fully disclosed as required by statute. FirstEnergy also contends that the Commission did not create a new standard for the serious bargaining prong in the Order by using the word “appear” rather than the word “is” in describing the Stipulations being the product of serious bargaining. FirstEnergy points out that, in its specific findings of fact, the Commission found that the parties did in fact represent a diverse group of interests and customer classes.

{¶ 223} In correspondence filed on August 29, 2016, IGS, Kroger, and OPAE indicated that the Companies’ Proposal followed the process contemplated by the various

stipulations and that the signatory parties had been consulted prior to the filing. Additionally, these three parties acknowledge the signatory parties' continued support of the Companies' Proposal; however, they ultimately recommend that the Commission issue a decision approving an ESP for the Companies that accomplishes the original intent of the Stipulated ESP IV.¹⁶

{¶ 224} Although several parties have stated that they do not oppose the proposed Rider DMR, CMSD claims that the first prong of the three-prong test cannot be satisfied in the event that no party to the proceeding endorses Rider DMR. While CMSD acknowledges that support from a majority of parties is not required for the Commission's approval of any given proposal; however, CMSD would caution the Commission's approval of Rider DMR when there has been significant opposition to this alternative proposal from a wide variety of stakeholder interests.

{¶ 225} The Commission finds that the arguments made in these assignments of error were thoroughly addressed and considered in the Order and that the parties present no new issues on rehearing. Initially, the Commission specifically addressed arguments relating to the criteria for evaluation of stipulations in light of EDUs' statutory right to reject modifications to an ESP (Order at 41). Additionally, the Commission specifically acknowledged the diversity of the interest of the non-signatory parties and noted that it was not unusual for non-signatory parties to a stipulation to represent diverse interests, particularly in cases with many intervening parties (Order at 43). Regarding arguments by OMAEG, Power4Schools, and NOPEC relating to the diversity of the signatory parties and OMAEG's alleged "redistributive coalition" construct, the Commission determined that the Stipulations are supported by a diverse group of customers, including small businesses, independent colleges and universities, industrial customers, commercial customers as well as advocates for low-income and moderate-income residential

¹⁶ Assuming the Competitive Market Enhancement Agreement remains in place, IGS continues to support the Stipulated ESP IV. Additionally, Kroger and OPAE note that they do not oppose Rider DMR, so long as their positions are not used as precedent for other proceedings.

customers and Staff. We also noted that we have rejected proposals that any one class of customers can effectively veto a stipulation (Order at 43, citing *Dominion Retail v. Dayton Power & Light Co.*, Case No. 03-2405-EL-CSS, Opinion and Order (Feb. 2, 2005) at 18). Additionally, the Commission addressed arguments regarding “favor trading,” and declined to conclude that benefits received by signatory parties to the Stipulations were the sole motivation of the party in supporting the stipulation (Order at 43-44). Further, the Commission addressed specific arguments relating to side agreements as well as the Consumers Protection Association (Order at 44-45). As the applications for rehearing have raised no new arguments on these issues, the Commission finds that rehearing should be denied as to these issues.

{¶ 226} With respect to the arguments raised by CMSD regarding the adoption of Rider DMR, the Commission notes that the signatory parties to the Stipulations were aware that the Commission may modify the Stipulations, both prior to adoption of the Stipulations and on rehearing; and the signatory parties included provisions in the Stipulations to protect their interests in the event of Commission modification of the Stipulations. Individual signatory parties may, or may not, invoke those provisions as they see fit, based upon our adoption of Rider DMR or any other modification of the Stipulations by the Commission. Nonetheless, CMSD cites to no precedent in support of its argument, and we decline to find that Commission modification of a stipulation means that the stipulation is not the result of serious bargaining among capable, knowledgeable parties.

{¶ 227} Additionally, NOPEC asserts the omission of parties during negotiations runs afoul of the Supreme Court of Ohio’s previous holdings regarding the exclusion of parties with significant interests from settlement negotiations in Commission proceedings. *Time Warner AxS v. Pub. Util. Comm.*, 75 Ohio St.3d 229, 1996-Ohio-224, 661 N.E.2d 1097. OCC/NOAC further argue the purported signatory parties no longer represent a diverse

group of interests, given the positions of Kroger and Staff, as well as the fact that less than half of intervening parties support the Stipulated ESP IV.

{¶ 228} NOPEC's claim that the exclusion of parties during negotiations violates the Supreme Court of Ohio's holding *Time Warner AxS v. Pub. Util. Comm.*, should be rejected. The evidence in the record does not support the contention that any interested parties were excluded from negotiations, let alone an entire class of customers. Further, the Court has rejected similar claims in previous cases, ruling that:

NOPEC questions whether the stipulation represented the interests of the broad residential class. We have expressed grave concern regarding a stipulation when an entire customer class is intentionally excluded from the settlement talks. *Time Warner AxS v. Pub. Util. Comm.*, 75 Ohio St.3d 229, 661 N.E.2d 1097 (1996), fn. 2. However, the deliberate exclusion of specific customer class members does not raise the same concern, so long as the class in its entirety is not excluded. *Constellation NewEnergy, Inc. v. Pub. Util. Comm.*, 104 Ohio St.3d 530, ¶ 16-24, 820 N.E.2d 885 (2004); *In re Application of FirstEnergy*, 146 Ohio St. 3d 222, ¶ 42, 2016-Ohio-3021, 54 N.E.3d 1218.

b. Commission conclusion.

{¶ 229} Therefore, the Commission finds that, as modified by the Commission, the Stipulations are the result of serious bargaining among capable, knowledgeable parties in accordance with the first prong of our three-prong test for the consideration of Stipulations.

2. AS MODIFIED BY THE COMMISSION, THE STIPULATIONS, AS A PACKAGE, BENEFIT RATEPAYERS AND THE PUBLIC INTEREST

a. Assignments of Error and Arguments of the Parties.

{¶ 230} In the Order, the Commission determined that the Stipulations, as a package, benefited ratepayers and the public interest (Order at 78-99). The Commission now finds that, as further modified by this Fifth Entry on Rehearing, the Stipulations, as a package, benefit ratepayers and the public interest.

i Grid Modernization.

{¶ 231} OCC/NOAC assert that the Commission erred in finding that the creation of a grid modernization program is in the public interest because the Commission's finding was not supported by evidence, violating R.C. 4903.09. Specifically, OCC/NOAC note that the main tenets of the grid modernization plan considered in the Stipulated ESP IV will be determined in an entirely different proceeding. Moreover, OCC/NOAC point out that, due to this additional proceeding, FirstEnergy failed to meet its burden to show that any customer benefits would arise from this plan, or the details of any projected benefits. However, OCC/NOAC are quick to point out that the only element approved by the Commission for the current SmartGrid modernization initiative is an excessive return on equity. (OCC/NOAC App. for Rehearing (May 2, 2016) at 25-27; Order at 95; Tr. Vol. XXXVII at 7774-75, 7847.) Additionally, Staff, FirstEnergy, and the intervening parties reassert their arguments regarding the grid modernization benefits of Rider DMR, as stated above, for the analysis of the second prong of the three-prong test.

{¶ 232} In its memorandum contra, FirstEnergy initially asserts that the arguments raised by OCC/NOAC are not new, and, therefore, rehearing should be denied as to these issues. Furthermore, FirstEnergy contends that the Commission did cite to record evidence when discussing the benefits associated with grid modernization in its Order, noting that the specific requirements for the grid modernization initiative will be determined in the grid modernization plan proceeding. (Order at 95-96.) As for the

arguments pertaining to the approved return on equity, FirstEnergy argues that this return is not fixed, but merely initially set at 10.88 percent based on the current FERC-approved return on equity for ATSI of 10.38 percent, plus a 50 basis point incentive mechanism. The return on equity would be adjusted in the future in accordance with changes in the FERC-approved ATSI rates and FirstEnergy further notes that the signatory parties agreed this return formula would be appropriate in order to incentivize grid modernization in the Companies' service territories. (Order at 69, 95-96; Staff Ex. 8 at 2-3; Co. Ex. 154 at 10; Tr. Vol. XXXVI at 7624, 7628, 7631-32; Tr. Vol. XXXVII at 7775.) Also, as stated above, the grid modernization benefits associated with Rider DMR are significant and will help foster state policy through the development of distribution grid modernization. Thus, FirstEnergy requests the Commission deny rehearing on these grounds.

{¶ 233} We reject OCC/NOPEC's claim that the Commission violated R.C. 4903.09 because the evidence does not support our finding that the grid modernization program is in the public interest. In the *ESP IV* Opinion and Order, the Commission specifically cited to the testimony of Staff in support of the filing of a business case for grid modernization (Order at 95; Staff Ex. 8 at 1-3). Further, we disagree with claims that the filing of the grid modernization business case is not in the public interest because the cost-benefit analysis and deployment details will be determined in a separate case. Moving forward with consideration of a grid modernization plan is in the public interest and is consistent with state policy to "[e]ncourage innovation and market access for cost-effective supply- and demand-side retail electric service including, but not limited to, demand-side management, time-differentiated pricing, waste energy recovery systems, *smart grid programs, and implementation of advanced metering infrastructure.*" R.C. 4928.02(D) (emphasis added). However, FirstEnergy, in the separate proceeding, will bear the burden of demonstrating that the application is just and reasonable (Order at 95-96; Co. Ex. 155 at 4; Tr. Vol. XXXVI at 7584-85, 7624).

{¶ 234} However, we will grant rehearing on OCC/NOAC's assignment of error with respect to the stipulated return on equity in the grid modernization provisions of the Stipulations. In the *ESP IV* Opinion and Order, we approved a 50 basis point adder to the return on equity for investment made for grid modernization (Order at 22-23). This provision provided the Companies with an incentive to invest in grid modernization pursuant to R.C. 4928.143(B)(2)(h). However, in this Fifth Entry on Rehearing, the Commission has approved Rider DMR, which was designed to provide the Companies with an incentive to invest in grid modernization (Staff Ex. 15 at 14-15, 16). In light of the fact that the purpose of the 50 basis point adder has been supplanted by Rider DMR, we find that the 50 basis point adder is no longer necessary or appropriate, and we will modify the Stipulations to remove this provision. This modification applies to the 50 basis point adder and to no other provision of the Stipulations.

ii Resource Diversification and EE/PDR Commitments.

{¶ 235} In their respective applications for rehearing, OMAEG, RESA, and P3/EPSC argue that the Commission erred to find that the provisions in the Stipulated *ESP IV* related to CO₂ reduction, battery technology investment, and an increase of 100 megawatts of wind or solar renewable resources benefit the public interest, noting that there was no evidence presented on the record for the Commission to conclude that these were firm commitments or that the Companies would not otherwise be required to meet these stated goals pursuant to applicable laws (OMAEG App. for Rehearing (May 2, 2016) at 15-17; P3/EPSC App. for Rehearing (Apr. 29, 2016) at 39-40; RESA App. for Rehearing (Apr. 29, 2016) at 43-44; Tr. Vol. XXXVI at 7528-32, 7541-43, 7649).

{¶ 236} FirstEnergy again notes that none of these parties have demonstrated how the Commission's Order was unreasonable or unlawful as it pertained to the resource diversification provisions, noting that these intervening parties have further failed to recognize that the Commission has no legal authority to direct these Companies to engage in such initiatives, therefore, these provisions will result in benefits to customers that

would not otherwise become obligations of the Companies. (Order at 94-97; Co. Ex. 154 at 11-12; Tr. Vol. XXXVI at 7540, 7543, 7634-35; Tr. Vol. XXXVII at 7775-76).

{¶ 237} Rehearing on the assignments of error claimed by OMAEG, RESA and P3/EPSCA regarding whether the CO₂ reduction, battery technology and renewable energy resource provisions of the Stipulations are in the public interest should be denied. With respect to the CO₂ reduction provision, the Commission has no authority to order FirstEnergy Corp. to undertake this program. The fact that FirstEnergy Corp. has now voluntarily committed to this program is plainly in the public interest. With respect to the battery technology and renewable energy resource provisions, it is in the public interest to consider such programs; in fact, it is the policy of the state to “[p]rovide coherent, transparent means of giving appropriate incentives to technologies that can adapt successfully to potential environmental mandates.” R.C. 4928.02(J). We find that utility scale battery technology and renewable energy resources have the potential to be a benefit in meeting potential environmental mandates (Tr. Vol. XXXVII 7775-78). Further, we specifically reject the contention that the renewable energy resource provision is not a firm commitment by the Companies as such claim is not supported by the record (Order at 97; Tr. Vol. XXXVI at 7740-43). However, the Companies will be required to demonstrate in an application filed with the Commission that the procurement or construction of renewable energy resources is in the public interest, and any recovery of the costs of the programs will be subject to Commission review and approval, based upon whether any such costs are just and reasonable (Tr. Vol. XXXVI at 7743).

iii Economic Development Benefits.

{¶ 238} Staff recommends that, if the Commission approves Rider DMR as part of FirstEnergy’s ESP IV, it should impose a condition that the FirstEnergy Corp. headquarters remain in Akron, Ohio (Staff Ex. 13 at 7; Rehearing Tr. Vol. III at 679-80). Staff argues that allowing FirstEnergy Corp. to move its headquarters to another state would be contrary to the underlying purposes of Rider DMR, which are to promote grid

modernization and preserve the existing economic benefits from having FirstEnergy Corp. headquartered in the state of Ohio. Staff notes that although many intervenors questioned the basis of *FirstEnergy witness Murley's economic impact study*, no party could dispute that the headquarters provide many benefits in the local region, as well as the state as a whole. (Co. Ex. 205.) FirstEnergy and OEG agree that Rider DMR will support Ohio's economy, noting that, according to Ms. Murley's analysis, maintaining FirstEnergy Corp.'s headquarters and nexus of operations in Akron, Ohio provides \$568 million of annual economic benefits (Co. Ex. 205 at 4).

{¶ 239} OMAEG also argues that Rider DMR does not promote economic development in the state of Ohio. OMAEG notes that Staff did not conduct any independent analysis quantifying the effect of keeping the corporate headquarters and nexus of operations in Akron, Ohio, or the impact of Rider DMR on customer bills and local businesses as a result of the additional charges to be collected under the rider (Rehearing Tr. Vol. III at 694-95). Contrary to Staff's assertions, OMAEG claims that Rider DMR will likely have a detrimental effect on the economic development in the state, noting that the additional charge will create increased electricity costs for manufacturers and other consumers and will lead to a less competitive marketplace (OMAEG Ex. 39 at 8). Moreover, OMAEG argues that FirstEnergy Corp. has already committed to retain its headquarters in Akron, Ohio when it signed an eight and a half-year lease extension in order keep its office headquarters through June 2025. Additionally, OMAEG and OEC/EDF note that the Companies also committed to keep its headquarters in Akron, Ohio as a condition of the Stipulated ESP IV, and FirstEnergy witness Mikkelsen did not indicate in her testimony that this commitment would not be upheld. (Order at 96-97; Dynegy Ex. 1 at 11; Co. Ex. 154 at 17; Co. Ex. 197 at 1-2, 5-7.) Additionally, OEC/EDF contends that no evidence was presented that would indicate FirstEnergy Corp. was considering moving its headquarters from Akron, Ohio (Rehearing Tr. Vol. III at 578). Thus, OMAEG and OEC/EDF contend that maintaining the headquarters in Akron, Ohio

should not be considered a benefit to maintain and improve the economic development of the state.

{¶ 240} CMSD agrees that FirstEnergy Corp. has already committed to maintaining its headquarters and nexus of operations in Akron, Ohio, adding that the only modification to this commitment presented in Rider DMR is that FirstEnergy Corp. will be required to refund all amounts collected via Rider DMR in the event FirstEnergy Corp. would decide to relocate its headquarters. CMSD argues that requiring FirstEnergy Corp. to remain in Ohio is a much larger benefit than merely imposing a penalty in the event FirstEnergy would move its headquarters and nexus of operations. (Rehearing Tr. Vol. X at 1593). Additionally, CMSD adds that as long as FirstEnergy would continue to provide utility service to customers in Ohio, the Companies would remain subject to the jurisdiction of the Commission, and, thus, a change in ownership would not likely affect the requirement of *ESP IV* that FirstEnergy Corp.'s headquarters remain in Akron, Ohio for the eight-year term.

{¶ 241} OMAEG, OEC/EDF, CMSD question the economic development impact of Staff's recommendation to make Rider DMR contingent on FirstEnergy Corp. maintaining its corporate headquarters and nexus of operations in Akron, Ohio. We disagree. First, there has been much confusion over FirstEnergy Corp.'s commitment to maintain its headquarters in Akron, Ohio. The Third Supplemental Stipulation clearly states that FirstEnergy Corp. is committed to maintain its headquarters in Akron, Ohio *during the duration of Rider RRS* (Order at 29; Co. Ex. 154). In this Fifth Entry on Rehearing, the Commission has directed the Companies to terminate Rider RRS. Accordingly, the commitment in the Third Supplemental Stipulation will end with the termination of Rider RRS. Therefore, Staff's recommendation, which we have adopted in part, is a new condition upon the Companies which replaces the previous commitment. Further, there is ample evidence in the record of the economic impact of maintaining FirstEnergy Corp.'s headquarters in Akron. FirstEnergy witness Murley testified that the annual economic

impact of the headquarters is \$568 million (Co. Ex. 205 at 4). No other party has produced evidence to dispute this estimate, and we find that no testimony elicited on cross-examination undermines or casts doubt on this estimate. In fact, OCC witness Kahal conceded that there is economic value to Akron and Ohio to have FirstEnergy Corp.'s headquarters located in Akron (Rehearing Tr. Vol. VIII at 1404). Therefore, we find that Staff's recommendation should be adopted, in part, as discussed above.

{¶ 242} Additionally, OMAEG contends in its application for rehearing that the Commission failed to modify the expanded Economic Load Response (ELR) program to ensure that it is just, reasonable, and available to all similarly-situated customers. While OMAEG agrees with the Commission that this type of program may benefit customers, it argues that the ELR program contained in Stipulated ESP IV is not designed properly to achieve the maximum benefit for customers, further noting that the Commission failed to address OMAEG's proposed modifications to the program, contrary to R.C. 4903.09 and Supreme Court of Ohio precedent. (OMAEG App. for Rehearing (May 2, 2016) at 18, citing *AEP Ohio RSR Case*; Order at 94.)

{¶ 243} The Commission finds that OMAEG's assignment of error with respect to the ELR should be granted, in part, and denied, in part. OMAEG requests that the Commission ensure that the ELR be available to all similarly-situated customers. Under the Supplemental Stipulation filed on May 28, 2015, new customers were given until May 31, 2015 to provide notice to the Companies of their intent to participate in the ELR program. Although we acknowledge that this is a narrow time window, there is no evidence that similarly-situated customers were unable to provide notice to the Companies on an equal footing. In fact, five new customers were added to the ELR program (Tr. Vol. II at 265). Likewise, there is no evidence that any party, including OMAEG, was excluded from negotiations leading up to the filing of the Supplemental Stipulation. In light of the complete lack of evidence in support of OMAEG's claims, the Commission finds that this assignment of error should be denied.

{¶ 244} With respect to whether the Companies should retain a share of revenues generated by bidding the demand response resources into the PJM markets in order to provide an incentive to maximize the value of the demand response resources, the Commission notes that this issue was addressed in the Companies' most recent energy efficiency program portfolio plan proceeding. *In re FirstEnergy*, Case No. 12-2190-EL-POR et al., Entry on Rehearing (July 13, 2013) at 4-5. Because this issue is related to how all energy savings and demand response capabilities, rather than only those related to ELR, are bid into the PJM market, we continue to find that this issue is best resolved in such proceedings, rather than in the ESP proceedings.

{¶ 245} However, we will grant rehearing with respect to the recovery of ELR credits through Rider EDR(e). Rider DSE1 recovers half of the cost of the ELR credits, \$5 per credit, from all customers, net of any revenues received from the PJM markets (Tr. Vol. II at 276). Rider EDR(e) recovers the other half of the cost of the interruptible credit, \$5 per credit, solely from GS and GP customers (Tr. Vol. II at 274). In the interests of gradualism and because ELR is an economic development program, we believe that the recovery of the cost of the incremental increase in available credits under the Stipulations should be recovered from all customers, who all benefit from the economic development spurred by the ELR programs rather than through Rider EDR(e). Therefore, we will modify the Stipulations and direct the Companies to file tariffs containing a new provision within Rider EDR(e) recovering the cost of the incremental increase in credits, over and above the levels contained in *FirstEnergy ESP III*, from all customers. We find that such costs should be allocated and charged as a percentage of base distribution revenue. The recovery of the cost of credits under the previous cap should remain unchanged through Rider EDR(e).

iv Distribution Rate Freeze and Rider DCR.

{¶ 246} OCC/NOAC also assert that it is unjust and unreasonable for the Commission to find the distribution rate freeze to be a benefit for consumers, adding this is especially the case when FirstEnergy will have gone 17 years without a base rate review.

OCC/NOAC argue that the process of a base distribution rate case would be much more beneficial to customers, as that would include a complete review of the Companies' distribution operations. (OCC/NOAC App. for Rehearing (May 2, 2016) at 20-22; Order at 92-93; Co. Ex. 154 at 13.) Additionally, OCC/NOAC assert that the Commission's authorization of potentially \$915 million in increased Rider DCR charges, per its approval of the proposed revenue caps, makes the customer benefits of a base distribution rate freeze illusory, and is unjust and unreasonable. In fact, OCC/NOAC assert the distribution rate freeze may potentially harm customers, due to the fact that they will face the risk of exponentially higher costs without the corresponding benefit of a comprehensive review of FirstEnergy's distribution operations. (OCC/NOAC App. for Rehearing at 22-23; Order at 92-93; OCC/NOPEC Ex. 11 at 23-24.)

{¶ 247} OMAEG further asserts that the Commission erred to approve the extension of Rider DCR and the increase in the revenue caps for the eight-year term of the ESP, as it will increase costs to customers by \$2.59 billion and allow cost recovery of assets that are not directly related to maintaining the reliability of the distribution system (OMAEG App. for Rehearing (May 2, 2016) at 18; Tr. Vol. XXXVI at 7575; Staff Ex. 6 at 9).

{¶ 248} FirstEnergy responds by providing that the Companies have outperformed reliability standards since Rider DCR has been in effect and the initial increase in the annual aggregate revenue cap that many of the intervening parties dispute is based on the actual average annual Rider DCR revenue requirement increase since the Companies' last base rate case. Additionally, FirstEnergy argues that witnesses provided sufficient testimony upon which the Commission relied in its Order to find that Rider DCR, as proposed by the Companies and signatory parties, satisfied the requirements of R.C. 4928.143(B)(2)(h) and provided significant benefits to customers. (Order at 65-66, 93; Co. Ex. 7 at 8-13; Tr. Vol. XX at 3927-28; Staff Ex. 4 at 9-10). FirstEnergy also argues that the Commission recognized the benefits of Rider DCR, especially when considering the distribution base rate freeze in Stipulated ESP IV (Order at 92-93). The Companies also

provide that general and intangible plant related to the distribution system have been recovered through Rider DCR since its initial approval in 2012 (Co. Ex. 7 at 11). Finally, FirstEnergy notes that Staff will have the opportunity to conduct quarterly and annual reviews involving significant oversight over the amounts to be recovered through Rider DCR, further demonstrating that the intervening parties' arguments are misplaced (Co. Ex. 7 at 11-12).

{¶ 249} The Commission finds that arguments raised by OCC/NOAC and OMAEG questioning whether the distribution base rate freeze and the increases in the DCR caps are in the public interest should be rejected. In the Order, we noted that continuation of the distribution rate freeze will provide rate certainty, predictability and stability for customers (Order at 92, 119; Co. Ex. 154 at 13). We affirm that finding here. Base distribution rates will remain frozen until June 1, 2024. Although there will be rate increases under Rider DCR, those increases are capped annually, ensuring predictability of rate increases. Elimination of the distribution rate freeze, on the other hand, exposes customers to known expenses which will be recovered, such as rate case expense, and unquantifiable risks that the rate base, rate of return and expenses may be greater than in the current revenue requirement.

{¶ 250} In addition, we note that the Commission, the Companies, Staff and other stakeholders have now had ample experience with the Rider DCR mechanism, which was first approved by the Commission in the *FirstEnergy ESP II*. Rider DCR ensures that the Companies can make necessary investment in the distribution infrastructure to maintain reliability by reducing the regulatory lag for recovery of those investments (Staff Ex. 10 at 4; Tr. Vol. XX at 3926-29). *See also FirstEnergy ESP III, Second Entry on Rehearing* (Jan. 30, 2013) at 23. The record is clear that the Companies have been meeting their reliability standards (Staff Ex. 4 at 9-10). Further, elimination of regulatory lag promotes cost causation by ensuring that customers using distribution service are paying the costs of such distribution service. Rider DCR is also audited annually, ensuring that the

investments are reasonable. Finally, Rider DCR promotes gradualism. It is well established that, over the long run, recovery of the costs of distribution investments will be equivalent through Rider DCR or through base distribution rates. *FirstEnergy ESP III* Order at 55-56, Second Entry on Rehearing (Jan. 30, 2013) at 22-23. However, Rider DCR ensures that revenue increases are spread out over time, rather than risking rate shock when increased through a distribution rate case. *FirstEnergy ESP III*, Second Entry on Rehearing (Jan. 30, 2013) at 23. Accordingly, all assignments of error related to Rider DCR should be denied.

{¶ 251} We do note, however, that, by the end of *ESP IV*, it will have been 17 years since the Companies' last distribution rate case, and we direct the Companies to file a distribution rate case at that time.

v Rider GDR.

{¶ 252} Additionally, OCC/NOAC argue that the Commission's approval of Rider GDR further erodes any alleged consumer benefits associated with a distribution rate freeze, and is, therefore, unjust and unreasonable. OCC/NOAC add that Rider GDR is an open-ended collection mechanism and the Companies will be able to seek recovery for any costs related to governmental directives, further shifting cost recovery risks onto consumers. (OCC/NOAC App. for Rehearing at 24-25; Order at 92-93; OCC Ex. 18 at 18.)

{¶ 253} With respect to this assignment of error, the Commission thoroughly addressed these arguments in the *ESP IV* Opinion and Order, where we modified Rider GDR to limit the scope of potential costs which could be included in Rider GDR (Order at 110). OCC/NOAC have raised no new arguments on rehearing; accordingly, rehearing on this assignment of error should be denied.

vi Low-Income Customer Assistance Programs and Initiatives.

{¶ 254} OCC/NOAC note the Commission also erred by failing to modify the Stipulated *ESP IV* to require competitive bidding of low-income programs, asserting that

this modification would have resulted in a more cost-effective outcome for consumers and fostered more efficient use of such funds (OCC/NOAC App. for Rehearing (May 2, 2016) at 63; Staff Ex. 11 at 3-4).

{¶ 255} In response to OCC/NOAC's argument that the Commission should have required competitive bidding of low-income programs, we note that we identified several benefits that would accrue to low-income customers during term of *ESP IV* (Order at 96, 118-19). Additionally, in order to mitigate concerns regarding the funding being provided to certain consumer groups, the Commission modified the Stipulated *ESP IV* to incorporate an additional degree of oversight and review of programs to support low- and moderate-income customers (Order at 96). We find that significant benefits through the low-income programs exist, as illustrated in our Order, and sufficient protections are in place to ensure the cost-effective and efficient use of funds provided to low-income customers, making competitive bidding procedures unnecessary at this time. Thus, this assignment of error should be denied.

vii Customer Retail Rate Programs.

{¶ 256} RESA argues that the Commission failed to address several recommended modifications proposed by RESA regarding the customer retail rate programs. First, RESA contends that the Commission should have required an action agenda that identified how the Companies would provide meter data to CRES providers and limit Time of Day (TOD) rates in Rider GEN to only customers taking service under it. Additionally, RESA argues that the Commission's rejection of a web portal collaborative is unreasonable or unlawful, noting that this portal would "assist in the development and implementation of the CRES web portal." RESA also contends that the Commission should have required a purchase of *receivables* program as part of the Companies' *ESP IV* (RESA App. for Rehearing (Apr. 29, 2016) at 95-96.)

{¶ 257} RESA also contends that the Commission's Order approving the HLF/TOU pilot program is unreasonable or unlawful, noting the pilot program is unduly

discriminatory and will not benefit of the public interest. RESA specifically questions the use of the homogenous participant pool and expresses concern over the ability of a customer to maintain participation in the pilot program in the event their qualifications lapse. (RESA App. for Rehearing (Apr. 29, 2016) at 100-102.)

{¶ 258} FirstEnergy argues that RESA failed to state how it was unreasonable or unlawful for the Commission to reject these proposed modifications of RESA, specifically noting that RESA failed to present sufficient evidence to establish the need for such provisions in the Stipulated ESP IV. Furthermore, FirstEnergy states that the Commission is not required to include a discussion as to why they have rejected every item recommended by RESA, especially when such parties simply reiterate already rejected arguments. As a final matter, FirstEnergy states that these recommendations were either ill-designed or would detract from the purpose of the customer retail rate programs. (Order at 76-77, 94, 98, 112; Tr. Vol. II at 286, 290-91, 463-67; Tr. Vol. V at 1039; Tr. Vol. XXVI at 5347-51, 5353-55; Tr. Vol. XXXIV at 7097-98.) Thus, the Companies assert that the Commission was correct to reject all of these recommendations and RESA's application for rehearing should be denied on these issues.

{¶ 259} With respect to RESA's assignment of error regarding proposed modifications to proposed *ESP IV*, specifically the requests for an "action agenda," the web portal collaborative, and a purchase of receivables program, the Commission thoroughly considered all of the proposed modifications to *ESP IV* submitted by RESA (Order at 73-74). The modifications which the Commission found were adequately supported by the record and were in the public interest were approved (Order at 98). With respect to RESA's proposed modifications which were not approved, the Commission was not persuaded that the modifications were supported by the evidence or in the public interest (RESA Ex. 2 at 12-13, 14-18, 19-20); Tr. Vol. V at 1051; Tr. XXVI at 5347-50, 5353, 5355). In the case of the purchase of receivables program, the Commission also notes that we have previously rejected requiring this program. *FirstEnergy ESP III*

Order at 40-42. RESA has not persuaded the Commission to disturb that ruling in this proceeding. Finally, we note that the Commission will explore, in the near future, the feasibility of establishing a statewide standard for the use and protection of customer energy usage data. All stakeholders will have a full and fair opportunity to participate in that discussion.

{¶ 260} The Commission also finds that RESA's assignment of error with respect to the HLF/TOU pilot program should be denied. The Commission thoroughly addressed the HLF/TOU pilot program, holding that:

The experimental HLF/TOU provides an incentive for large retailers to retain or relocate their corporate headquarters to this state (Tr. Vol. II at 291, 302). The experimental HLF/TOU fits squarely under Ohio policy, which encourages innovation and market access for cost-effective retail electric service, including demand-side management and time-differentiated pricing. R.C. 4928.02(D). (Order at 94.)

The Commission would add that incentives for large retailers to retain or relocate their corporate headquarters in this state serves state policy to facilitate the state's effectiveness in the global economy. R.C. 4928.02(N). RESA has raised no new arguments in its application for rehearing. Accordingly, rehearing on this assignment of error should be denied.

viii Market Enhancements.

{¶ 261} OCC/NOAC also state that the Commission unreasonably and unlawfully modified the Stipulated ESP IV to create a new rider, which essentially unbundles the costs incurred by FirstEnergy to support the SSO (OCC/NOAC App. for Rehearing at 6). RESA also states that the creation of this rider completely contradicts with the provision establishing the distribution rate freeze (RESA App. for Rehearing (Apr. 29, 2016) at 103-

104). The Companies agree with OCC/NOAC's arguments against the rider originally proposed by IGS and the Companies (Retail Competition Enhancement Rider or Rider RCE), as described in the analysis of the third prong, and request that the Commission clarify that the decoupling mechanism has been superseded by the Competitive Market Enhancement Agreement.

{¶ 262} In light of our decision to grant rehearing and withdraw authorization for Rider RCE at ¶ 301 below, the Commission finds that this assignment of error is moot. Accordingly, rehearing should be denied.

ix Straight-Fixed Variable Rate Design.

{¶ 263} OMAEG also asserts that the Commission erred to find that the Companies' commitment to file a case to transition to a SFV rate design for the residential class before April 3, 2017 to be in the public interest, stating that this type of rate design eliminates necessary price signals that allow ratepayers to take advantage of efficiency programs and energy efficiency efforts. Moreover, OMAEG believes this type of decision would be more appropriate to make in a base distribution rate case, noting that the Commission also seems to be pre-approving the rate design before the necessary filings, as set by the Order, have been made. (OMAEG App. for Rehearing (May 2, 2016) at 17; Order at 93-94; Co. Ex. 154 at 12-13.) RESA also requests additional clarification regarding how this distribution-related rate change will not undermine the distribution rate freeze approved as part of *ESP IV* (RESA App. for Rehearing (Apr. 29, 2016) at 103-104).

{¶ 264} FirstEnergy quickly notes that any arguments relating to the benefits of the SFV rate design are premature, as the more appropriate time to present such arguments would be the additional hearing to be held once the Companies make their SFV rate design filing. FirstEnergy also states the distribution rate freeze is consistent with the Companies' future application for a SFV rate design. (Order at 93-94.)

{¶ 265} The Commission finds that OMAEG has raised no new issues on rehearing, and the Commission thoroughly addressed these issues in the *ESP IV Opinion and Order* (Order at 93-94). Therefore, rehearing on this assignment of error should be denied. Further, we have previously considered whether SFV sends the proper price signals to customers. In the *Matter of Aligning Elec. Distribution Utility Rate Structure with Ohio's Public Policies to Promote Competition, Energy Efficiency and Distributed Generation*, Case No. 10-3126-EL-UNC, Finding and Order (Aug. 21, 2013). Nonetheless, as we pointed out in the *ESP IV Opinion and Order*, we have *not* decided to implement SFV in FirstEnergy's service territory at this time. FirstEnergy is required under the Stipulations to file an application in a separate proceeding where any interested party will have a full and fair opportunity to address whether the proposed SFV should be implemented and to raise any other issues specific to the Companies' service territories (Order at 94; Tr. Vol. XXXVI at 7577).

{¶ 266} We do not agree with RESA that the SFV provision undermines the distribution rate freeze. It is an exception to the distribution rate freeze, but it is an exception which applies to rate design only. The Companies' revenue requirement will not change as the result of the SFV provision.

b. Commission conclusion.

{¶ 267} Accordingly, based upon the entire record of this proceeding, the Commission finds that the Stipulations, as modified by the Commission, benefit ratepayers and are in the public interest in accordance with the second prong of our three-prong test for the consideration of stipulations.

3. THE STIPULATIONS, AS MODIFIED BY THE COMMISSION, VIOLATE NO IMPORTANT REGULATORY PRINCIPLES OR PRACTICES

a. Assignments of Error and Arguments by the Parties.

{¶ 268} The Commission concluded in its Order that the Stipulations, and as modified by its Order, do not violate any important regulatory principles or practices and,

thus, satisfy the third prong of three-prong test (Order at 107-112). As discussed below, the Commission finds that Stipulations, as further modified by this Fifth Entry on Rehearing, do not violate any important regulatory principles or practices.

i Whether Rider DMR complies with R.C. 4928.02?

{¶ 269} OMAEG, OHA, OCC, and OEC/EDF contend that Rider DMR does not advance state policy under R.C. 4928.02. Specifically, these parties continue to argue that Rider DMR will limit competitive retail generation, other generating companies may view Rider DMR as simply providing FirstEnergy Corp. a large cash infusion, thereby deterring new entry into the supply market (OMAEG Ex. 39 at 7). OMAEG also raises the fact that Rider DMR contains no firm commitment or requirement that the Companies use the revenues collected under the rider to fund its distribution grid modernization. As such, OMAEG contends that Rider DMR is a way to provide credit support to the Companies and FirstEnergy Corp., not to modernize the grid. (Rehearing Tr. Vol. IV at 957-58, 960.) Thus, OMAEG maintains that Rider DMR also fails to promote or advance the policies set forth in R.C. 4928.02.

{¶ 270} Staff contends that Rider DMR supports and furthers the policies of the state of Ohio, as illustrated in R.C. 4928.02. Specifically, Staff argues that Rider DMR will enable the Companies to procure funds to invest in modernizing the distribution grid, increase the diversity of supplies and suppliers, and encourage the offerings of innovative services (Staff Ex. 15 at 14-15; Staff Ex. 14 at 4). MSC agrees with Staff, noting that these significant investments will foster the development of innovative products and services.

{¶ 271} The Commission agrees with Staff that Rider DMR promotes state policy to "[e]nsure diversity of electricity supplies and suppliers, by giving consumers effective choices over the selection of those supplies and suppliers and by encouraging the development of distributed and small generation facilities" and to "[e]ncourage innovation and market access for cost-effective supply- and demand-side retail electric service including, but not limited to, demand-side management, time-differentiated

pricing, waste energy recovery systems, smart grid programs, and implementation of advanced metering infrastructure" (Staff Ex. 15 at 14-15; R.C. 4928.02(C); R.C. 4928.02(D)). The Commission also notes the testimony of RESA witness Crockett-McNew regarding the benefits of grid modernization (RESA Ex. 7 at 7), and we find that Rider DMR, by incentivizing and supporting grid modernization, promotes additional provisions of state policy to: ensure the availability to consumers of adequate, reliable, safe, efficient, nondiscriminatory, and reasonably priced retail electric service; and ensure the availability of unbundled and comparable retail electric service that provides consumers with the supplier, price, terms, conditions, and quality options they elect to meet their respective needs. R.C. 4928.02(A); R.C. 4928.02(B). Finally, the Commission finds that the retention of FirstEnergy Corp.'s headquarters and nexus of operations in Akron, Ohio serves to facilitate the state's effectiveness in the global economy. R.C. 4928.02(N).

{¶ 272} Alternatively, CMSD argues that FirstEnergy could have also filed a distribution rate case, pursuant to R.C. 4909.18, or an emergency rate relief case, under R.C. 4909.16, if it believed that the Companies' annual revenues were inadequate. CMSD raises concerns over the fact that the Companies have requested such credit support when they argued, based upon their projections, that they would be required to pay out \$561 million over the course of *ESP VI* and had the financial viability to do so. (Co. Ex. 194 at 4.)

{¶ 273} The Commission addressed these points by CMSD in ¶ 186 above, where the Commission determined that Rider DMR would provide a needed incentive to the Companies to focus on grid modernization and in ¶ 195 where we discussed the serious consequences of a downgrade of the Companies' credit ratings. There is no need to repeat those conclusions here. With respect to the Companies' ability to pay credits under the Companies' Proposal, we have already determined that the record cast substantial doubt upon their ability to pay such credits in the future at ¶ 110-112 above.

ii Whether Rider DMR is an unlawful subsidy?

{¶ 274} Staff notes that the classification of Rider DMR as an unlawful subsidy is simply inaccurate, noting that, rather, Rider DMR constitutes the necessary credit support to allow the Companies to access credit markets with reasonable rates, terms, and conditions so as to raise the significant amounts of money needed to implement its grid modernization initiative. Further, Staff notes that even OCC witness Kahal admitted that, if FirstEnergy Corp. or the Companies were downgraded below investment grade, it could lead to increased borrowing costs (Rehearing Tr. Vol. VIII at 1388). MSC also notes that Rider DMR is providing the necessary resources in order for the Companies to implement the various grid modernization programs and initiatives and that reducing the risk that the Companies and FirstEnergy Corp. will be downgraded will be extremely beneficial for their customers. Finally, MSC contends that the Companies' customers will not be the only constituents providing credit support, specifically identifying several corporate-wide initiatives that have been implemented in order to provide additional investment in grid modernization (Co. Ex. 206 at 17-18).

{¶ 275} Much like their arguments against the Companies' Proposal, OMAEG, OEC/EDF, OCC/NOAC, Direct, and NOPEC contend that Rider DMR will act as an anti-competitive subsidy or "bailout" for FirstEnergy Corp.'s generation services, in violation of R.C. 4928.02 (OMAEG Ex. 39 at 3-4). As it alleges there is currently no requirement for grid modernization investment to occur or that revenues collected through Rider DMR be used for such initiatives, OMAEG argues Rider DMR functions as "an unlawful subsidy for FirstEnergy Corp. and increases costs for manufacturers who are forced to pay additional charges for their electric service, thereby impeding their ability to remain competitive in the global economy" (Rehearing Tr. Vol. IV at 956-57; OMAEG Ex. 39 at 6-8). In fact, Direct Energy notes that, if the Companies issue a dividend to FirstEnergy Corp. of all, or any portion of, the revenues collected under Rider DMR, FirstEnergy Corp. would then have the ability to utilize those revenues for any purpose of its choosing (Rehearing Tr. Vol. I at 158).

{¶ 276} Additionally, CMSD and P3/EPSC argue that, according to an S&P research update upon which Staff witness Buckley relied upon in his testimony, the underlying reason for FirstEnergy Corp.'s current credit issues is the business risk associated with its unregulated generation subsidiaries. Thus, these parties argue that Rider DMR, if approved, would do nothing to remedy the actual cause of FirstEnergy Corp.'s financial distress. (Staff Ex. 13 at 5.) Accordingly, much like their recommendation to reject the Companies' Proposal, OMAEG, OCC/NOAC, Direct, CMSD, and OEC/EDF request the Commission reject Rider DMR and encourage FirstEnergy Corp. to make more fiscally responsible business decisions (OMAEG Ex. 39 at 9, 11; OCC Ex. 46 at 6-7).

{¶ 277} FirstEnergy states that Dr. Choueiki made it clear that the purpose of Rider DMR is related to distribution service, specifically noting Staff's objective of modernizing the Companies' distribution grid (Rehearing Tr. Vol. IV at 967). In fact, FirstEnergy contends that Dr. Choueiki stated numerous times during cross-examination that Staff's objective is to modernize the grid, which requires the Companies to have the financial capacity to implement such projects, and, thus, requires the ability to access capital on favorable terms (Staff Ex. 15 at 15; Rehearing Tr. Vol. IV at 1015-16, 1029). Furthermore, FirstEnergy reiterates its claims that there is no mechanism in Rider DMR which would allow the transfer of revenues between the Companies and FES and that FirstEnergy Corp. has indicated that it will not be making any additional investments in FES in the future (Co. Ex. 197 at 11; Rehearing Tr. Vol. I at 158, 226-27). Notably, FirstEnergy witness Mikkelsen testified that the Companies intended to use the revenues collected under Rider DMR toward grid modernization improvement projects and, additionally, noted that the Commission would be able to review any information with respect to the Companies' operations and Rider DMR within their statutorily granted authority (Rehearing Tr. Vol. X at 1607, 1609). Staff also asserts that because the annual shortfall amount required to meet Moody's CFO to debt ratio target range was allocated on a proportional basis to the Companies, there can be no subsidy. The amount allocated to the Companies reflects the

appropriate portion they should be responsible for, further noting that Staff has always maintained the mindset that several other constituents will be responsible for the remaining shortfall amount. (Co. Ex. 13 at 3, 6.)

{¶ 278} The Commission finds that the record demonstrates that Rider DMR does not constitute an unlawful subsidy to FirstEnergy Corp. As discussed in detail above, the record shows that the Companies need to be able to obtain capital for needed investments in their distribution systems (Rehearing Tr. Vol. III at 571-73). Further, the evidence shows that S&P's rating for FirstEnergy Corp. is one notch above investment (Staff Ex. 13 at 5) and that S&P takes an "umbrella" approach to credit ratings. Therefore, a downgrade to FirstEnergy Corp. would result in a downgrade to the Companies (Rehearing Tr. Vol. III at 595-96, 680). Moreover, while Ohio Edison is three notches above investment grade, Cleveland Electric Illuminating and Toledo Edison are only one notch above investment grade. Likewise, FirstEnergy Corp. is only one notch above investment grade according to Moody's. (Co. Ex. 206 at 6-7.) Staff witness Choueiki notes that, if the Companies are downgraded, future financing costs could increase (Staff Ex. 15 at 15, fn. 26).

{¶ 279} The evidence also demonstrates that a downgrade of the Companies' credit ratings is a serious risk and that a downgrade would have adverse effects upon the Companies' ability to access the capital markets. According to Staff witness Buckley, Moody's issued a credit opinion stating that certain factors could lead to a downgrade of FirstEnergy Corp. on January 26, 2016. These factors include the failure of the modified ESP to allow FirstEnergy Corp. to maintain financial metrics adequate for investment grade ratings and continued weakening of merchant energy markets. (Staff Ex. 13 at 4; Co. Ex. 206 at 6-7; Direct Ex. 1 at 3.) Further, S&P issued a research update revising FirstEnergy Corp.'s outlook from "stable" to "negative" on April 28, 2016 (Staff Ex. 13 at 8, Att. 3 at 4). The record also indicates that, with respect to S&P credit ratings, if FirstEnergy Corp. were downgraded, the Companies would also be downgraded (Co. Ex. 206 at 7, fn. 7; Rehearing Tr. Vol. III at 509-10, 594-96, 680).

{¶ 280} The rehearing testimony shows that a downgrade would have adverse consequences for the Companies. A downgrade may result in limited access to the credit markets (Staff Ex. 13 at 6). Some investors, such as pension funds, will only invest in investment grade companies (Co. Ex. 206 at 7). A downgrade may result in more restrictive terms and conditions (Staff Ex. 13 at 6; Co. Ex. 206 at 7). A downgrade may trigger requirements that the Companies or FirstEnergy Corp. post cash as collateral (Staff Ex. 13 at 6; Co. Ex. 206 at 8; OMAEG Ex. 37 at 9). Although the exact amount of collateral to be posted is disputed by the parties, the record reflects that it would be hundreds of millions of dollars. Most importantly, a downgrade may result in higher borrowing costs, increasing the Companies' long-term cost of debt. Because long-term cost of debt is a key factor in determining a utility's rate of return, increases in the long-term cost of debt will inevitably result in higher rates for customers. (Staff Ex. 13 at 6; Co. Ex. 206 at 7-8.) Finally, higher debt costs may reduce the funds available for investment in distribution infrastructure to maintain reliability or for investment in modernizing the grid (Co. Ex. 206 at 8).

{¶ 281} Therefore, placing restrictions on the use of Rider DMR funds would defeat the purpose of Rider DMR. Rider DMR is intended to provide credit support to the Companies in order to avoid a downgrade in credit ratings. The Commission notes that even OCC witness Kahal agreed with the Staff's goal of protecting the Companies' credit ratings (OCC Ex. 46 at 13). Maintaining credit ratings at current levels will allow the Companies to access the capital markets in order to fund needed investments in grid modernization as discussed in detail above. Moreover, although OCC witness Kahal raised the possibility of ring fencing the Rider DMR funds, Mr. Kahal was not prepared to recommend ring fencing at this time (OCC Ex. 46 at 14).

{¶ 282} Although we will not place restrictions on the use of Rider DMR funds, the Commission directs Staff to periodically review how the Companies, and FirstEnergy Corp., use the Rider DMR funds to ensure that such funds are used, directly or indirectly,

in support of grid modernization. The Commission notes that grid modernization initiatives, such as smart grid deployment or utility scale battery technology, may involve very large up front investments, which will be recovered over a number of years (Rehearing Tr. Vol. III at 585-86). Therefore, the Companies may use revenue under Rider DMR to make the large cash up front investments to fund grid modernization (Co. Ex. 206 at 5-6). On the other hand, we recognize that the Companies and FirstEnergy Corp. may use revenue from Rider DMR to indirectly support grid modernization investments (Co. Ex. 206 at 16). Such steps should lower the cost of borrowing the funds needed to invest in grid modernization and may include reducing outstanding pension obligations, reducing debt, or taking other steps to reduce the long-term costs of accessing capital. The Commission finds that this Staff review will ensure that there is no unlawful subsidy of the Companies' affiliates.

{¶ 283} The Commission further notes that Rider DMR, as proposed by Staff, would recover a proportionate share of the CFO to debt ratio shortfall, which ensures that the Companies are not subsidizing affiliates. Rehearing testimony shows that all of FirstEnergy Corp.'s stakeholders are sharing in the burden of improving its financial health. FirstEnergy Corp. has already reduced the dividend paid to shareholders, from \$2.20 per share to \$1.44 per share, which results in a reduction of over \$300 million annually (Co. Ex. 206 at 17). In addition, FirstEnergy affiliates have sought or had approved the following rate increases: (1) in New Jersey, approved recovery of \$736 million in storm damage costs incurred in 2011 and 2012, as well as a proposed increase in rates of \$142 million; (2) in Pennsylvania, approved increase of \$293 million, additional proposed increase of \$439 million and proposed capital recovery filings of \$245 million; and (3) in West Virginia, \$100 million in additional revenue from a rate case and vegetation management rider (Co. Ex. 206 at 18; Rehearing Tr. Vol. X at 1646, 1650, 1654-58, 1667). In addition, during the hearing, FES announced that it would shut down four of the units at the Sammis generation plant.

**iii Whether the Revenues Collected under Rider DMR
Constitute Unlawful Transition Revenues?**

{¶ 284} Staff, FirstEnergy, and OEG contend that Rider DMR would not result in unlawful transition revenues, contrary to the Supreme Court of Ohio's recent decisions regarding AEP Ohio and Dayton Power & Light. *AEP Ohio RSR Case*; *DP&L SSR Case*. OEG notes that Rider DMR is authorized under a completely separate provision of the ESP statute than the charges struck down in those two cases. Additionally, OEG argues that Rider DMR is a distribution-related charge, rather than a generation-related charge. Furthermore, OEG asserts that even if the costs included in Rider DMR would be considered transition revenues, R.C. 4928.143(B) creates an exception from the prohibition for transition revenues for charges that may lawfully be authorized under the ESP statute, such as those proposed under Rider DMR.

{¶ 285} Despite Staff's assertions that the Companies will use these funds to obtain more favorable terms when accessing the capital markets that will allow for necessary investment in grid modernization, NOPEC argues that there is no requirement in Rider DMR that the funds be used for that purpose (Staff Ex. 13 at 6; Staff Ex. 15 at 15; OMAEG Ex. 39 at 8). In fact, OCC/NOAC and NOPEC contend that the record shows the revenues collected under Rider DMR would be used to provide credit support to FirstEnergy Corp. and its unregulated affiliates, including FES, as a means to improve its credit rating. NOPEC and Sierra Club note that the Supreme Court of Ohio has held that riders that are designed to provide "sufficient revenue to maintain [a utility's] financial integrity and ability to attract capital during the ESP" constitute unlawful transition charges. Therefore, NOPEC, OCC/NOAC, and Sierra Club argue that the Commission should reject Rider DMR because it would collect unlawful transition revenues, similar to the modified Rider RRS. *AEP Ohio RSR Case*. (Co. Ex. 206 at 8-9.)

{¶ 286} Largely relying on the same arguments it raised to show that the Companies' Proposal did not constitute the collection of transition, or equivalent, revenues, FirstEnergy notes that Rider DMR is proposed to help access capital to support

distribution services rather than generation services (Staff Ex. 13 at 3). Staff agrees that Rider DMR is not tied to generation services. Additionally, FirstEnergy emphasizes the amount of revenue to be provided to the Companies is based on the Companies' proportional contribution to FirstEnergy Corp., and is completely unrelated to the operations of FES with respect to FirstEnergy Corp. Notably, the Companies again state that R.C. 4928.38 has no applicability to an ESP. (Staff Ex. 13 at 3; Co. Ex. 206 at 12.) Staff again emphasizes that the underlying purpose of Rider DMR is to support the Companies' access to the necessary funds required to implement their distribution grid modernization initiative, adding that transition revenues are focused on the past, while Rider DMR is focused on the future and what grid modernization will be able to provide to the state of Ohio (Staff Ex. 15 at 15).

{¶ 287} We disagree with claims that Rider DMR will collect transition revenue or its equivalent. First, there is no "transition" involved in this case. The Companies transferred their generation assets to FES many years ago (Rehearing Tr. Vol. VIII at 1401), and the Companies have provisioned the SSO through a competitive bidding process since their first ESP in 2009. Moreover, Rider DMR is authorized by R.C. 4928.143(B)(2)(h) rather than R.C. 4928.143(B)(2)(d), the statute which authorized the AEP stability charge which was overturned by the Supreme Court. As such, Rider DMR is clearly a "distribution" charge rather than a "generation" charge. In fact, Rider DMR is entirely unrelated to generation because the Companies have no generation assets. As discussed in more detail above, Staff will periodically review how the proceeds of Rider DMR are used in order to ensure that such proceeds are used, directly or indirectly, in support of grid modernization.

iv Whether Rider DMR Complies with R.C. 4905.22?

{¶ 288} P3/EPSC and NOPEC reiterate many of their earlier arguments against Rider DMR to establish that this proposal would violate R.C. 4905.22 as an unjust and unreasonable charge. First, P3/EPSC argue that the proposed rider offers ratepayers no

guarantees that the Companies will spend any of the revenues collected thereunder on its grid modernization initiative. Second, P3/EPSC and NOPEC claim that the Companies do not require this rider to be approved in order to engage in grid modernization efforts, especially when the costs of doing so may be recoverable through a different rider. Finally, P3/EPSC and NOPEC maintain that the Companies have several other means of generating cash flow from operations that would be able to support FirstEnergy Corp.'s credit rating and recover costs in grid modernization (Rehearing Tr. Vol. IV at 1227-29; Rehearing Tr. Vol. X at 1610, 1757-59).

{¶ 289} In an assignment of error, OCC/NOAC contend that the Commission erred in reviewing and approving Stipulated ESP IV only after determining that the charges were cost-effective, in violation of R.C. 4905.22 and 4928.02(a) (OCC/NOAC App. for Rehearing (May 2, 2016) at 3; Order at 98).

{¶ 290} The Commission finds the claims that Rider DMR violates R.C. 4905.22 should be rejected. Rider DMR is authorized by R.C. 4928.143(B)(2)(h), which states that an ESP may include provisions "regarding the utility's distribution service, including, without limitation and *notwithstanding any provision of Title XLIX of the Revised Code to the contrary * * **" (emphasis added). With this language, the General Assembly clearly intended that the Commission have flexibility in approving provisions related to distribution service contained in ESPs and that the strict requirements of R.C. Chapters 4905 and 4909 do not necessarily apply to such provisions. For example, single-issue ratemaking and incentive ratemaking is not authorized by R.C. Chapter 4909; however, R.C. 4928.143(B)(2)(h) explicitly authorizes "single issue ratemaking" and "incentive ratemaking." Therefore, we find that, based upon the plain language of R.C. 4928.143(B)(2)(h), charges authorized by R.C. 4928.143(B)(2)(h) cannot be construed to violate R.C. 4905.22.

{¶ 291} Nonetheless, even if R.C. 4905.22 were to apply to Rider DMR, the Commission finds that Rider DMR would not be unreasonable under R.C. 4905.22. The

Commission explained in detail at ¶ 196-205 that the Staff's calculation of Rider DMR was reasonable, as modified by the Commission. Accordingly, claims that Rider DMR violated R.C. 4905.22 should be rejected.

v Stipulation Transition Provision.

{¶ 292} NOPEC asserts that the Commission erred when it failed to reject the Third Stipulation and Recommendation's transition provision, noting that, pursuant to R.C. 4928.143(E), the Commission is required to review the ESP after the initial four years to determine its continued satisfaction of the ESP versus MRO test and whether continuing the ESP would result in excessive earnings. However, under the terms of the provision, NOPEC contends that Rider DCR revenues could continue to be collected for the initially approved eight-year term, regardless if the Commission elected to terminate the rider after its four-year review. Moreover, NOPEC argues the provision inserts language that unlawfully increases the likelihood of the ESP continuing for the entire eight-year term. (NOPEC App. for Rehearing at 7-8; Co. Ex. 154 at 18).

{¶ 293} FirstEnergy notes that NOPEC's argument is incorrect, since the Order does not address or prejudge the results of the four-year review in any way and NOPEC fails to cite to any record evidence to indicate otherwise. Additionally, FirstEnergy claims that R.C. 4928.143(E) includes no language prohibiting the Commission from approving a rider like Rider DCR that will be in place for longer than four years. (Order at 89, 92, 97.)

{¶ 294} The Commission finds that rehearing on this assignment of error should be denied. We note that modified *ESP IV* will be in place for eight years, therefore, the Commission must comply with the provisions of R.C. 4928.143(E) every four years. At that time, the Commission will strictly comply with the provisions of R.C. 4928.143(E). In the event that the Commission terminates modified *ESP IV* pursuant to R.C. 4928.143(E), the annual increases in revenue caps under Rider DCR will be terminated. However, Rider DCR provides a return on and of past investments in the distribution system. It

would be manifestly unfair to deny the Companies' recovery of past investments in the event ESP IV is terminated pursuant to R.C. 4928.143(E).

vi **Rider GDR.**

{¶ 295} In its Order, the Commission also approved Rider GDR, initially set at zero, in order to allow the Companies to recover unforeseen expenses specific to federal and state mandates, including directives relating to cyber and physical threats, other attacks on infrastructure, costs related to former manufactured gas plant (MGP) sites, or costs arising from implementing directives from the retail market investigation (Order at 93). OMAEG contends that the Commission should not approve the establishment of, or cost recovery under, Rider GDR until such time the Companies incur actual costs to be recovered under the rider and the Commission deems these costs prudent for recovery. OMAEG further notes that approving Rider GDR would be inconsistent with Commission precedent dealing with similar proposed riders. *AEP Ohio ESP III* Order at 59-62. (OMAEG App. for Rehearing (May 2, 2016) at 37-39.) NOPEC and Power4Schools agree with OMAEG and similarly assert that the Commission's approval of Rider GDR was both unreasonable and unlawful (NOPEC App. for Rehearing (May 2, 2016) at 23-24; Power4Schools App. for Rehearing at 10).

{¶ 296} FirstEnergy first notes that Rider GDR is authorized under R.C. 4928.143(B)(2)(h) and the approval of a placeholder rider set at zero is supported by Commission precedent and record evidence. *AEP Ohio ESP III* Order at 94 (citing *AEP Ohio ESP II*, Opinion and Order (Aug. 8, 2012) at 24-25; *In re Duke Energy Ohio, Inc.*, Case No. 08-920-EL-SSO, et al., Opinion and Order (Dec. 17, 2008) at 17; *FirstEnergy ESP I*, Second Opinion and Order (Mar. 25, 2009) at 15). (Order at 93, 106-107, 110-111; Co. Ex. 7 at 24-25.) Finally, the Companies claim the remaining assignments of error raised against Rider GDR should be reserved for the future proceeding, as directed in the Order, as they are premature at this time (Order at 110).

{¶ 297} The Commission agrees with FirstEnergy that Rider GDR is authorized under R.C. 4928.143(B)(2)(h) as a provision for “single issue ratemaking.” Further we agree that creation of a placeholder rider set at zero is supported by Commission precedent. *AEP Ohio ESP III* Order at 94 (citing *AEP Ohio ESP II*, Opinion and Order (Aug. 8, 2012) at 24-25; *In re Duke Energy Ohio, Inc.*, Case No. 08-920-EL-SSO, et al., Opinion and Order (Dec. 17, 2008) at 17; *FirstEnergy ESP I*, Second Opinion and Order (Mar. 25, 2009) at 15). All other issues raised with respect to this assignment of error were thoroughly addressed in the *ESP IV* Opinion and Order (Order at 110-11). OMAEG, NOPEC and Power4Schools have raised no new issues for our consideration; therefore, we find that rehearing should be denied.

vii Rider RCE.

{¶ 298} The Companies and IGS¹⁷ assert that the Order is unreasonable because it adopts IGS witness White’s proposal to unbundle SSO service costs from distribution rates, despite the Companies’ separate agreement to file for approval of a retail competition incentive mechanism that would achieve the same objective of incentivizing customer shopping. Additionally, as neither the Companies nor IGS requested unbundling of distribution rates, they request the Commission modify its Order to better reflect their understanding. (Co. App. for Rehearing (May 2, 2016) at 10-12; Order at 98.)

{¶ 299} NOPEC, RESA, and OCC/NOAC also assert that the Stipulated *ESP IV* is unlawful because it establishes a new bundled distribution rate rider in the *ESP*, contrary to the Supreme Court of Ohio’s ruling in *CSP II* and Commission precedent. *In re The Cleveland Elec. Illum. Co.*, 42 Ohio St.2d 403, 431, 330 N.E.2d 1 (1975). Additionally, OCC/NOAC contend that the Commission decided to implement Rider RCE without a sufficient showing of the facts in the record upon which the decision was based, contrary to 4903.09. As a final matter, OCC/NOAC agree with FirstEnergy that it would be

¹⁷ On May 2, 2016, IGS filed correspondence indicating its support of FirstEnergy’s assignment of error on this matter, to the extent that it does not affect the underlying intent behind the Competitive Market Enhancement Agreement between the Companies and the IGS.

improper to approve a provision that does not accurately reflect what has been contemplated in the Competitive Market Enhancement Agreement, but note that their preference would be to eliminate the rider altogether. (NOPEC App. for Rehearing (May 2, 2016) at 23-24; RESA App. for Rehearing (Apr. 29, 2016) at 103-04; OCC/NOAC App. for Rehearing (May 2, 2016) at 64-65.)

{¶ 300} Although IGS seeks clarification as to a portion of the Commission's Order pertaining to Rider RCE, IGS disagrees with NOPEC and OCC/NOAC's contentions that the Commission's approval of this placeholder rider was contrary to its duty pursuant to R.C. 4903.09 and Commission precedent. Specifically, IGS notes that the Commission clearly cited to the record when approving the rider in the *ESP IV* Opinion and Order and indicated that FirstEnergy will bear the burden to establish that any future cost recovery is just and reasonable and will also be subject to the Commission's review. (*ESP IV* Opinion and Order at 98; IGS Ex. 11 at 17-18; Tr. Vol. XXXVII at 7927-28.)

{¶ 301} The Commission finds that rehearing on these assignments of error should be granted. The Commission notes that, although FirstEnergy may dispute the characterization, Rider RCE would effectively "unbundle" distribution rates by assessing a charge on standard service customers and distributing the proceeds of that charge to all non-Rate GT customers (Tr. Vol. XXXVII at 7818-19). Nonetheless, we will accept the claims by FirstEnergy and IGS that the testimony by IGS witness White (IGS Ex. 11 at 17-18) does not support the creation of Rider RCE. However, absent the testimony of IGS witness White in support of Rider RCE, we find that there is insufficient evidence to support the creation of Rider RCE, even on a placeholder, zero-cost basis. Neither FirstEnergy nor IGS presented any testimony in support of Rider RCE, and we find that the limited commentary of FirstEnergy witness Mikkelsen on cross-examination is insufficient by itself to support the creation of the rider (Tr. Vol. XXXVII at 7817-23, 7911-13, 7925-37). Accordingly, we will grant rehearing and modify *ESP IV* to eliminate Rider

RCE. The Companies are directed to file compliance tariffs eliminating the placeholder for Rider RCE, as modified and approved by the Commission.

viii Straight Fixed Variable Rate Design.

{¶ 302} OCC/NOAC assert that the Commission erred in unreasonably and unlawfully finding that it can approve plans to implement SFV rate design through an ESP under R.C. 4928.143(B)(2)(h), as such a finding misconstrues the statute's term "revenue decoupling mechanism" to include a SFV rate design. Specifically, OCC/NOAC argue that R.C. 4928.66 clarifies that revenue decoupling is intended to be directly related with a company's energy efficiency efforts as a part of achieving energy efficiency benchmarks. (OCC/NOAC App. for Rehearing (May 2, 2016) at 44-45.)

{¶ 303} In its memorandum contra OCC/NOAC's application for rehearing, *FirstEnergy* states that the Commission did not approve the SFV rate design, but merely instructed the Companies to file an application to transition to such a design for distribution rates, guaranteeing a separate proceeding to address arguments as to whether such a rate design should be implemented. Furthermore, *FirstEnergy* states that R.C. 4928.143(B)(2)(h) does not require a revenue decoupling mechanism to be related to energy efficiency efforts. (Order at 93-94.)

{¶ 304} The Commission finds that R.C. 4928.143(B)(2)(h) authorizes SFV rate design as a decoupling mechanism. The plain language of the statute provides that an ESP may include "a revenue decoupling mechanism." As we noted in the ESP IV Opinion and Order, implementation of SFV rate design would remove disincentives to electric utilities to promote energy efficiency (Order at 93). As such, it is a form of revenue decoupling. The Commission fully considered this issue in a previous proceeding, which we cited in the Order (Order at 93; *In the Matter of Aligning Elec. Distribution Utility Rate Structure with Ohio's Public Policies to Promote Competition, Energy Efficiency and Distributed Generation*, Case No. 10-3126-EL-UNC, Finding and Order (Aug. 21, 2013)). Nonetheless, as we pointed out in the ESP IV Opinion and Order, we have *not* decided to implement SFV in

FirstEnergy's service territory at this time. FirstEnergy is required under the Stipulations to file an application in a separate proceeding where any interested party will have a full and fair opportunity to address whether the proposed SFV should be implemented and to raise any other issues specific to the Companies' service territories (Order at 94; Tr. Vol. XXXVI at 7577). Rehearing on this assignment of error should be denied.

ix Customer Retail Rate Programs.

{¶ 305} OMAEG initially contends that the Commission's decision to approve the expanded Rider NMB pilot program was unreasonable and unlawful due to the fact that the Commission failed to address concerns regarding the inclusion of the additional costs recoverable through Rider NMB, including costs associated with balancing operating reserves and uplift charges. OMAEG notes by moving these costs to the regulated rate through Rider NMB, the risks of suppliers' purchases and hedging strategies is shifted to customers when they should rightfully remain with the SSO suppliers and CRES providers. According to OMAEG, there is even a potential risk that including these costs into a non-bypassable rider such as Rider NMB could result in certain customers being charged twice if the costs are already included in the customers' CRES provider charges. Notably, OMAEG also argues that the Commission failed to explain its rationale for permitting the Companies to expand Rider NMB. (OMAEG App. for Rehearing (May 2, 2016) at 54-60; Staff Ex. 7 at 11-14; Order at 112.) RESA argues that the Commission erred by failing to specifically consider the extension of Rider NMB to include PJM Item 1375 (Balancing Operating Reserve) (RESA App. for Rehearing (Apr. 29, 2016) at 93-95; Order at 73-75).

{¶ 306} Furthermore, RESA and OMAEG contend that the Rider NMB pilot program is unduly limiting, discriminatory, and unjust because it will only be available to certain customers, violating state policy pursuant to R.C. 4928.02(A). OMAEG specifically claims that, according to the terms of the approved pilot program, interested customers would be excluded from participation due to their opposition of the Stipulated ESP IV and

all eligible customers, including the additional five Rate GT customers, would not be able to seek equal participation in the pilot program. OMAEG specifically notes that allowing a Commission-approved pilot program to entice customers to join one trade association over another would violate regulatory policies and practices of the Commission; however, that is the practical result of the current Rider NMB pilot program. (RESA App. for Rehearing (Apr. 29, 2016) at 96-100; OMAEG App. for Rehearing (May 2, 2016) at 57-60; Order at 112).

{¶ 307} FirstEnergy and IEU-Ohio first note that the Commission did not act unreasonably or unlawfully when it permitted the Companies to modify Rider NMB to include certain non-market-based PJM billing line items, explaining that the Commission relied on record evidence demonstrating that modifying Rider NMB as proposed by the Companies would result in lower costs to customers and that Rider NMB would continue to be subject to an annual review and approval process before the Commission (Order at 73, 94; Co. Ex. 154 at 17; Tr. Vol. V at 948-49, 982, 986, 1003-04). FirstEnergy also states that any double-billing concerns were sufficiently addressed in previous ESPs and, specifically, by FirstEnergy witness Mikkelsen's testimony in this proceeding (Tr. Vol. XXXIV at 7023). The Companies, IEU-Ohio, and Nucor also argue that OMAEG and RESA have failed to demonstrate that the pilot program is discriminatory. In fact, IEU-Ohio emphasizes that the Supreme Court of Ohio and this Commission have recognized that an EDU may enter into a pilot program with rates not uniformly available to all customers, further noting that the important determination to make is whether the classification is reasonable. *Weiss v. Pub. Util. Comm. of Ohio*, 90 Ohio St.3d 15, 2000-Ohio-5, 734 N.E.2d 775 (*Weiss*). As a final matter, the Companies and IEU-Ohio assert that the proffered arguments of RESA and OMAEG are not new, and were, in fact, addressed in the Commission's Order (Order at 73-75, 112; Tr. Vol. V at 941-49; Tr. Vol. XXXIV at 7021-22). Thus, FirstEnergy and Nucor contend the respective applications for rehearing should be denied as to these particular issues.

{¶ 308} With respect to OMAEG's claims that the Commission unreasonably included costs in Rider NMB which should have been excluded, the Commission was required, under the second prong of the three-part test, to determine if the Stipulations, as a package, benefit ratepayers and the public interest. In the *ESP IV* Opinion and Order, the Commission thoroughly considered and addresses the benefits of the Stipulations and made such modifications as the Commission deemed necessary (Order at 92-99). Nonetheless, we find that the record fully supports the changes to Rider NMB (Co. Ex. 154 at 17, Tr. Vol. 948-49, 982, 986, 1003-04). Further, we find that customer concerns about double-billing should be addressed with the individual customers' CRES supplier as the amicable resolution of such disputes is part and parcel of a fully functioning market. If a customer is unable to resolve such concerns, the customer has remedies at the Commission. R.C. 4928.16.

{¶ 309} With respect to the Rider NMB pilot program, the Commission finds that rehearing on this assignment of error should be denied. Although the Stipulations provide one avenue for customer participation in the Rider NMB pilot program, the Stipulations do not provide the only avenue. Customers who may benefit from participation in the Rider NMB pilot program should work with Staff and the Companies to determine if the customers' participation is appropriate, and the customer may then file an application with the Commission under R.C. 4905.31 for permission to participate in the Rider NMB pilot program, and the Commission will determine if such participation is in the public interest.

{¶ 310} Further, the Commission notes that Rider NMB pilot program is a pilot program which bears further study to determine if the actual results of the pilot program, rather than the projected results, are in the public interest. The Commission directs the Companies and Staff to continuously review the actual results of the Rider NMB pilot program and periodically report their findings to the Commission. Such review should include, at a minimum: whether there is an aggregate savings in transmission costs for all

of the Companies' customers, whether and how much in transmission costs are being shifted to customers not participating in the pilot program, whether the benefits of the pilot program outweigh any costs, and whether Rider NMB results in an overall cost savings to customers. This review is necessary for the Commission to determine whether Rider NMB should be continued with the ability for customers to opt out, whether Rider NMB should be continued without the ability for customers to opt out, and whether Rider NMB should be terminated.¹⁸ The Commission retains the right, during the term of ESP IV, to modify the provisions of Rider NMB based upon the results of the review by Staff.

x **Economic Development Riders.**

{¶ 311} OMAEG also alleges that Rider ELR is discriminatory and anti-competitive among numerous customers who are not provided the opportunity to participate, given the fact that the ELR program will be limited to customers currently taking service under Rider ELR and those historically eligible to take service under the rider, up to an additional 136,250 kW of curtailable load. As it claims its concerns and suggested modifications were not addressed in the Order, OMAEG also asserts that the Commission failed to appropriately address these arguments and provide record evidence for its decision, as required by R.C. 4903.09. (OMAEG App. for Rehearing (May 2, 2016) at 60-63.) Further, RESA, in its June 24, 2016, application for rehearing, asserts the Commission's May 25, 2016, Finding and Order was unjust and unreasonable as the Commission erred in adopting the Companies' Rider ELR tariff containing a limitation requiring shopping customers to use consolidated billing, which was inconsistent with the ESP IV Opinion and Order and unduly discriminates against customers using dual billing.

{¶ 312} In their memorandum contra, Nucor and IEU-Ohio contend the Commission's approval of the provisions of Stipulated ESP IV relating to Rider ELR was reasonable and supported by the record, specifically noting that limiting participation in

¹⁸ Additionally, the Commission notes that RESA filed a motion to stay the implementation of Rider NMB modifications and pilot program, as approved by our Order, on May 25, 2016. Based on our conclusions above, this motion is now moot and is, therefore, denied.

the Rider ELR program is reasonable and consistent with prior Commission decisions regarding similar programs. Furthermore, Nucor argues that the cost recovery mechanism for the Rider ELR credit is also reasonable, emphasizing that this feature of Rider ELR has been approved by the Commission in previous ESPs and has been in effect for several years now. *FirstEnergy ESP III*, Second Entry on Rehearing (Jan. 30, 2013) at 14; *FirstEnergy ESP II Order* at XX; *FirstEnergy ESP I Order* at 10, 13-14. Furthermore, Nucor and IEU-Ohio also argue that these assignments of error have also adequately been addressed in the Commission's Order. *AEP Ohio ESP III*, Second Entry on Rehearing (May 28, 2015) at 25-26. (Order at 73, 94; Nucor Ex. 1 at 12; OEG Ex. 1 at 9-10; Tr. Vol. XXII at 4329; Tr. Vol. XXX at 6136-37, 6172-75.) FirstEnergy also notes that, while Rider ELR is now available to both non-shopping customers and shopping customers taking service under consolidated billing, the Companies did not remove the minimum bill provision, consistent with the Companies' proposed tariffs, which were subsequently approved in the Tariff Finding and Order. FirstEnergy further argues that RESA did not raise this issue prior to this point in time, stating that there is simply no evidentiary record to support the recommendation of RESA to allow dual billing customers to also participate in Rider ELR. Furthermore, FirstEnergy states that dual billing customers are not excluded from participation in Rider ELR, noting they must simply participate in either Rider ELR or dual billing program and this type of treatment is not considered discriminatory. *Weiss* at 16-19.

{¶ 313} The Commission finds that OMAEG's assignment of error with respect to the ELR should be denied. As discussed above, under the Supplemental Stipulation filed on May 28, 2015, new customers were given until May 31, 2015 to provide notice to the Companies of intent to participate in the ELR. Although we acknowledge that this is a narrow time window, there is no evidence that similarly-situated customers were unable to provide notice to the Companies on an equal footing. In fact, five new customers were added to the ELR program (Tr. Vol. II at 265). Likewise, there is no evidence that any party, including OMAEG, was excluded from negotiations leading up to the filing of the

Supplemental Stipulation. In light of the complete lack of evidence in support of OMAEG's claims, the Commission finds that this assignment of error should be denied.

{¶ 314} Further, with respect to RESA's assignment on dual billing, we agree that there is no record evidence to support RESA's claim that participants in ELR should be permitted to use dual billing with its supplier. In the absence of such evidence, we find that rehearing on this assignment of error should be denied.

xi *Energy Efficiency Provisions and Renewable Resources.*

{¶ 315} The Companies initially assert that the *ESP IV* Opinion and Order is unreasonable in that it is unclear regarding FirstEnergy's obligation to procure 100 MWs of wind or solar resources, noting that the Order seems to have unreasonably rejected that the procurement must be related to the enactment of new Federal or state environmental laws or regulations. FirstEnergy requests that the Commission adopt both conditions to the procurement as originally provided in the Third Supplemental Stipulation, as well as offer further instruction regarding the use of bilateral contracts and what actions FirstEnergy will be required to make in the event that such contracts are unavailable. Alternatively, FirstEnergy argues that, at the very least, the Commission should clarify its Order to explain that costs incurred and revenues collected from the purchase and sale of these resources will be netted in the newly created Rider ORR, and will be subject to Commission audit and review. (Co. App. for Rehearing (May 2, 2016) at 4-7; Order at 96-97; Tr. Vol. XXXVI at 7542-7543, 7650.)

{¶ 316} OCC/NOAC claim that the Order is unreasonable or unlawful because the Stipulated *ESP IV*'s provision concerning energy efficiency is contrary to the public interest and governing law. Specifically, OCC/NOAC note that the Order runs counter to the Ohio General Assembly's determination in S.B. 310 that the public will benefit from freezing the energy efficiency and renewable energy mandates. (OCC/NOAC App. for Rehearing at 47-48.)

{¶ 317} Environmental Advocates initially argue that the Commission's Order unreasonably raised the cap on shared savings that the Companies may earn on energy savings from their efficiency programs from \$10 million to \$25 million, noting that the Commission erroneously concluded that increasing the shared savings cap would encourage the Companies to provide additional energy savings opportunities to customers and unreasonably relied on a prior Commission proceeding to increase the amount of the cap. *In re FirstEnergy*, Case No. 12-2190-EL-POR (2012 *FirstEnergy Portfolio Case*), Opinion and Order (Mar. 20, 2013) at 15, citing *In re AEP Ohio*, Case No. 11-5568-EL-POR, et al. (*AEP Ohio Portfolio Case*), Finding and Order (Mar. 21, 2012). Additionally, Environmental Advocates and OCC/NOAC state that, pursuant to R.C. 4928.662, the Companies would be able to count energy savings resulting from customer actions outside of any specific FirstEnergy program, threatening the intended result of the Commission to improve energy savings opportunities for customers. Further, Environmental Advocates claim the Commission's reliance on the *AEP Ohio Portfolio Case* is misplaced due to the significant factual differences between the two utilities and the mechanisms under review in each proceeding, particularly in respect to the proposed SFV rate design considered in the Order and the throughput balancing adjustment rider in the *AEP Ohio Portfolio Case*. (Environmental Advocates App. for Rehearing (May 2, 2016) at 16-23; OCC/NOAC App. for Rehearing (May 2, 2016) at 47-48.) Similarly, Environmental Advocates argue that the Commission failed to address whether it is reasonable and lawful for FirstEnergy to receive lost distribution revenues for energy savings that do not occur as a result of the Companies' energy efficiency programs, such as their Customer Action Program. *In re Application of FirstEnergy*, Case No. 09-1820-EL-ATA, et al., Finding and Order (June 30, 2010) at 10; *In re Application of FirstEnergy*, Case No. 09-1947-EL-POR, Opinion and Order (Mar. 23, 2011) at 18. (Order at 106-107.)

{¶ 318} Further, Environmental Advocates claim that the Commission unreasonably failed to address whether allowing the Companies' customers to opt out of paying for peak demand reduction programs while still receiving monetary credits for

participation in the Rider ELR program violates R.C. 4928.6613, noting that Stipulated ESP IV allows certain utility customers to opt out of paying for the Companies' energy efficiency/peak-demand reduction (EE/PDR) portfolio plan while still receiving benefits from that plan in the form of monetary credits through Rider ELR (Environmental Advocates Application for Rehearing at 23-24). Environmental Advocates, OCC/NOAC, Sierra Club, and P3/EPSC also request the Commission deny the Companies' request for clarification regarding its obligation to procure 100 MWs of wind or solar resources, as they have failed to explain how the Commission's modifications to Stipulated ESP IV were unreasonable or unlawful, and, as such, does not constitute a proper ground for granting rehearing. Moreover, OCC/NOAC add that the requested provisions of the Third Supplemental Stipulation run directly contrary to the Commission's Order. (Order at 97; Co. Ex. 154 at 12; RESA Ex. 6 at 8-9.)

{¶ 319} In its memorandum contra, FirstEnergy, IEU-Ohio, and Nucor provide that, although the Commission was sufficiently clear in its Order in response to these arguments, Rider ELR customers may opt out of the Companies EE/PDR portfolio plans and continue to receive Rider ELR credits because those credits do not arise from the Companies' EE/PDR portfolio plans, but rather from the Stipulated ESP IV itself, consistent with R.C. 4928.6613. However, these parties also state that the Commission may clarify its Order to this point if it believes it to be necessary. (Order at 106-107.) Additionally, FirstEnergy argues that the Commission sufficiently addressed Environmental Advocates' argument regarding lost distribution revenues, but in the event the Commission desires to provide further clarification, the Commission should reject their recommended modification, as the ability to recover lost distribution revenues arising from savings from the Customer Action Program was an integral part of the Stipulated ESP IV and was supported by all of the signatory parties. Furthermore, the Companies assert that Environmental Advocates have failed to provide sufficient evidence for the Commission to adopt their recommendation, noting that the Customer Action Program is a Commission-approved energy efficiency program and should not be treated

differently with respect to the recovery of lost distribution revenues. (Order at 94-95, 107; Tr. Vol. III at 498, 541, 559.)

{¶ 320} FirstEnergy also argues that the Commission was not acting unreasonably or unlawfully when it approved the revised cap on shared savings. First, the Companies note that the Commission has previously authorized FirstEnergy to count savings on a gross basis, which has been the practice even prior to S.B. 310, emphasizing that the Commission specifically considered this issue in the 2012 FirstEnergy POR Case. Additionally, FirstEnergy notes that the Commission relied on the evidence in the record for this proceeding to approve the increase in the shared savings cap, rather than merely relying on Commission precedent to substantiate the increase; however, the Companies add that, even if the Commission had relied on the 2012 *FirstEnergy Portfolio Case* or the *AEP Ohio Portfolio Case*, the Commission would have come to the same result. Specifically, the Companies maintain that the AEP Ohio decoupling mechanism and the proposed SFV rate design are not materially different for purposes of shared savings and the increase in the shared savings cap is consistent with the balancing test utilized in those other proceedings in light of the Companies' foregoing of certain lost distribution revenue as part of its potential decoupling mechanism while also considering the need to increase incentives to exceed statutory EE/PDR mandates. (Order at 68-69, 95; Tr. Vol. XXXVI at 7639.) Finally, FirstEnergy asserts the Commission should not wait to determine the shared savings cap increase in Case No. 16-743-EL-POR, due to the fact that there was sufficient evidence presented in this proceeding to approve the shared savings cap and, even with the increase, the Companies will be entitled to less on a per company basis than other shared savings caps approved by the Commission. *AEP Ohio Portfolio Case*, Finding and Order (Mar. 21, 2012) at 8. (Tr. Vol. XXXVI at 7639; Tr. Vol. XXXVIII at 8183-84.) Thus, FirstEnergy argues the Commission should deny the Environmental Advocates and OCC/NOAC's applications for rehearing as they pertain to these issues.

{¶ 321} The Commission will grant rehearing on FirstEnergy's assignment of error regarding the procurement of renewable energy resources to clarify that costs incurred and revenues collected from the purchase and sale of the renewable energy resources under the Third Supplemental Stipulation will be netted in the newly created Rider ORR, and will be subject to Commission audit and review. We will not, however, revisit our modification rejecting the clause that the procurement must be related to the enactment of new Federal or state environmental laws or regulations. With respect to the issue of bilateral contracts, the Commission directs the Companies to work with Staff to determine whether the best use of ratepayer resources is to procure renewable resources through bilateral contracts or to construct new resources in this state, based upon the facts and circumstances at the time.

{¶ 322} The Commission will deny rehearing on OCC/NOAC's assignment of error that energy efficiency provisions violate the statutory freeze in energy efficiency mandates. The claim that the restart of the energy efficiency programs violated the governing law is simply wrong. FirstEnergy will recommence its energy efficiency programs in 2017 after the expiration of the statutory freeze.

{¶ 323} The Commission will grant rehearing on Environmental Advocates assignments of error in order to clarify certain provisions of the Stipulations and our Order. First, the Commission will clarify that customers participating in the ELR program retain their statutory right to opt out of the energy efficiency programs. The ELR programs existed long before the statutory energy efficiency and peak demand reduction mandates. Further, the Commission has long held that ELR has an economic development component and ELR is funded, in part, through the economic development rider, which is paid by all customers, including those who opt out of the energy efficiency programs.

{¶ 324} Further, the Commission will clarify that the Companies may count savings under the Customer Action Program towards the goal in the Third Supplemental Stipulation and the statutory mandates. Further, the Companies may receive lost

distribution revenue to the extent that energy savings under the Customer Action Program are verifiable. However, the Companies may not receive shared savings for energy savings under the Customer Action Program. The Commission has never allowed shared savings for programs like the historic mercantile customer program which involves no action by the Companies to achieve the energy savings. The Companies have not demonstrated that this policy should be changed.

{¶ 325} Moreover, the Commission will clarify that the goal of 800,000 MWh of energy efficiency savings annually under the Third Supplemental Stipulation is simply a goal. The Companies are expected in the energy efficiency program portfolio plans to budget for the annual statutory energy efficiency mandate rather than the goal. The Commission expects the goal to be achieved by efficiently administering the approved programs and achieving energy savings for the least cost rather than by setting the program budget to the stipulated goal.

{¶ 326} Finally, the Commission will grant rehearing in order to stay the effective date of the increase in the shared savings cap. The Commission is mindful of the increases in customer bills stemming from the *ESP IV* as modified by this Fifth Entry on Rehearing. Therefore, in the interest of gradualism, we will stay the increase in the shared savings cap until such time as the Companies are no longer receiving revenue under Rider DMR. The Companies may increase the shared savings cap once they are no longer receiving revenues under Rider DMR.

xii Rider DCR.

{¶ 327} In addition to asserting that the extension of Rider DCR and increase in the revenue caps would not be in the public interest, OMAEG also contends that there is no evidence to support the necessity of Rider DCR, even with the distribution rate freeze, and the Commission's decision violates Commission precedent. *AEP Ohio ESP III* Order at 46. Initially, OMAEG argues that the Commission has failed to support the alleged necessity of Rider DCR, or the increase in its revenue caps, with any record evidence or rationale,

contrary to R.C. 4903.09. Furthermore, OMAEG disputes the Commission's allowance of Rider DCR to include assets recorded in "General, Other and Service Company Allocated" plant accounts, as those assets are not directly related to maintaining reliability of distribution service, but rather constitute expenses associated with the general maintenance of the distribution system, and would be more appropriate to consider during a distribution base rate case. Additionally, OMAEG argues that the necessity of Rider DCR is questionable, given the fact that the Stipulated ESP IV provided two explicit exceptions to the base distribution rate freeze. Finally, in regard to the increase in the revenue caps, OMAEG contends that it was unreasonable for the Commission to approve this increase absent a review of the rates through a distribution rate case, especially when the Companies have provided no evidence to justify the increases, such as projected capital projects on the distribution system, and continue to meet all electric distribution targets under the current revenue caps. (OMAEG App. for Rehearing (May 2, 2016) at 32-37; Order at 92-93; Co. Ex. 154 at 13; OCC Ex. 27 at 16, 19-21; Tr. Vol. XX at 3901; Tr. Vol. XXXVI at 7575.)

{¶ 328} In this assignment of error, OMAEG claims that the Commission approved Rider DCR without record evidence in support of our decision. We disagree. Under the second prong of the three-prong test, the Commission was required to determine whether the Stipulations, *as a package*, benefit ratepayers and the public interest. The Commission thoroughly addressed the second prong in the *ESP IV* Opinion and Order, including citing to the evidence in support of our determination (Order at 92-99). Nonetheless, the record fully supports the extension of Rider DCR in modified *ESP IV* as proposed by the Stipulations. The Commission notes that FirstEnergy witness Mikkelsen testified in support of the continuation of Rider DCR (Co. Ex. 7 at 8-13) and the extension of Rider DCR to eight years (Co. Ex. 155 at 6). Further, FirstEnergy witness Fanelli testified in support of the amount of the revenue caps (Co. Ex. 50 at 3-4). Staff witness Nicodemus testified regarding the Companies' compliance with reliability standards (Staff Ex. 4 at 9-10). With respect to OMAEG's remaining assignments of error, the Commission finds that

we thoroughly addressed the arguments raised by OMAEG above, and rehearing should be denied on that basis.

xiii Consideration of Quantitative and Qualitative Benefits under R.C. 4928.143(B).

{¶ 329} In its application for rehearing, NOPEC also contends that it is unlawful to consider alleged qualitative benefits that fall outside of R.C. 4928.143(B) for purposes of the second prong of the three-prong test (NOPEC App. for Rehearing (May 2, 2016) at 37-38).

{¶ 330} The Commission finds that NOPEC's argument that it is unlawful to consider qualitative benefits that fall outside of R.C. 4928.143(B) for purposes of the three-prong tests should be rejected. NOPEC claims that the Commission cannot consider qualitative benefits in the ESP versus MRO test. The Supreme Court has rejected that argument. *FirstEnergy*, 146 Ohio St. 3d 222, 2016-Ohio-3021, 54 N.E.3d 1218, at ¶ 21, 22. Further, if, in a stipulation for a proposed ESP, a utility undertakes to perform an act, and that act is in the public interest and promotes the policies of the state, the utility's agreement to perform the act should be considered a benefit under the ESP versus MRO Test. Nonetheless, NOPEC cites to no precedent in support of its position or any evidence that any specific provision of *ESP IV* is outside of the scope of R.C. 4928.143. NOPEC's assignment of error should be rejected.

xiv FirstEnergy's statutory right to withdraw its ESP.

{¶ 331} As its first assignment of error, the Companies note that the *ESP IV* Opinion and Order unlawfully restricted their right to withdraw their ESP application. FirstEnergy states that, pursuant to R.C. 4928.143(C)(2)(a), the Companies are statutorily permitted to withdraw an ESP that is modified by the Commission, which is also supported by Supreme Court of Ohio precedent. *In re Application of AEP Ohio*, 144 Ohio St.3d 1, 8, 2015-Ohio-2056, 40 N.E.3d 1060. Additionally, FirstEnergy notes that the Commission made several modifications to the Stipulated *ESP IV*; however, FirstEnergy

seeks clarification of the "voluntary acceptance" of the modifications. Specifically, FirstEnergy requests that the Commission clarify the *ESP IV* Opinion and Order to state that the Companies' filing of tariffs before the conclusion of the application for rehearing and appeals process will be subject to the rehearing and appeal process and that the Companies' right to withdraw from the Stipulated *ESP IV*, as modified by the Commission, will not lapse until the conclusion of that process. (Co. App. for Rehearing (May 2, 2016) at 1-4.)

{¶ 332} In their memorandum contra, OCC/NOAC, OMAEG, and P3/EPSC assert that the Commission's Order does not unlawfully restrict FirstEnergy's right to withdraw its application for an *ESP*, noting the Commission was reasonably limiting the Companies' right to withdraw its *ESP* in order to bring finality and stability to the rates charged to customers, in accordance with R.C. 4928.143(C)(2)(b). P3/EPSC specifically state that the Commission acknowledged FirstEnergy's right to withdraw its application for an *ESP* and its right seek rehearing. (*ESP IV* Opinion and Order at 86, 99.)

{¶ 333} The Commission will grant rehearing to clarify that the Companies' filing of tariffs before the conclusion of the application for rehearing and appeals process will be subject to the rehearing and appeal process and that the Companies' right to withdraw from the *ESP IV*, as modified by the Commission, will not lapse until the conclusion of that process. However, once a final, non-appealable order has been issued, FirstEnergy must exercise its right to withdraw within a reasonable period of time or the filing of tariffs will be considered to constitute acceptance of modified *ESP IV*.

b. Commission conclusion.

{¶ 334} Therefore, in consideration of the entire record of this proceeding, the Commission finds that the Stipulations, as modified by the Commission, do not violate any important regulatory principle or practice.

E. The ESP, as Modified by the Commission, Continues to Pass the MRO versus ESP Test.

1. ASSIGNMENTS OF ERROR AND ARGUMENTS OF THE PARTIES

a. Appropriate Application of ESP versus MRO Test.

{¶ 335} P3/EPISA and RESA argue that, as *ESP IV* has an eight-year term, and R.C. 4928.143(E) requires a comprehensive review after the first four years to determine if the ESP should continue, the Commission should be limited to only consider the first four years of *ESP IV* when conducting its analysis of the ESP versus MRO test. OCC/NOAC and NOPEC further argue the Commission exceeded its authority in performing the ESP versus MRO test when it unlawfully considered qualitative benefits in its analysis (OCC/NOAC App. for Rehearing (May 2, 2016) at 50-51; NOPEC App. for Rehearing (May 2, 2016) at 24-28; Order at 98). NOPEC and Power4Schools also assert that, even if the Commission could consider qualitative benefits for purposes of the ESP versus MRO test, which they claim it cannot, the Commission erred to consider qualitative factors that fall outside the provisions of R.C. 4928.143(B), muddling the two tests and their different applications to Stipulated *ESP IV*. *CSP II* ¶ 32-34. (NOPEC App. for Rehearing at 35-38; Power4Schools App. for Rehearing at 8; Order at 119-20.)

{¶ 336} FirstEnergy argues, however, that the statute contains no language that would authorize the Commission to only consider one-half of a proposed ESP for purposes of the ESP versus MRO test. Additionally, FirstEnergy claims that the Commission has consistently held that it may include the consideration of qualitative factors in its analysis of the ESP versus MRO test, and such consideration has been upheld by the Supreme Court of Ohio. *CSP I*; *DP&L ESP II* Order at 48; *FirstEnergy ESP III* Order at 55-57; *AEP Ohio ESP II*, Opinion and Order (Aug. 8, 2012) at 73-77. Moreover, the Companies assert that the Supreme Court of Ohio has held that legislative history of a statute should not be considered unless the language of the statute is first determined to be ambiguous, which is not the case here. *Dunbar v. State*, 136 Ohio St.3d 181, 2013-Ohio-2163, 992 N.E.2d 1111. FirstEnergy states that adopting NOPEC's interpretation of the

statutory language providing the method for conducting the ESP versus MRO test would essentially require the Commission to ignore the phrase “all other terms and conditions of the statute,” contrary to rules of statutory construction and the Commission precedent, as illustrated above. R.C. 4928.143(C)(1).

{¶ 337} We find no merit in these arguments and assignments of error and note that we sufficiently addressed many of these arguments in the *ESP IV* Opinion and Order (Order at 112-13, 117). The Supreme Court of Ohio has held that the Commission is not bound to a strict price comparison to determine if an ESP is more favorable in the aggregate as compared to the expected results of an MRO. Contrarily, the Supreme Court found that the statute instructs the Commission to consider pricing and all other terms and conditions when evaluating whether the proposed ESP is, in fact, more favorable in the aggregate than an expected MRO. *CSP I* at ¶ 27; *FirstEnergy*, 146 Ohio St. 3d 222, 2016-Ohio-3021, 54 N.E.3d 1218, at ¶ 21-22. As such, we find that the Commission did not err when we considered qualitative factors for purposes of the ESP versus MRO test in the *ESP IV* Opinion and Order. Additionally, just as the Supreme Court found no ambiguity in the statute’s language, we find that the statute remains unambiguous in this particular context and we will not consider the legislative history of R.C. 4928.143(C)(1).

{¶ 338} Moreover, in response to RESA and P3/EPSC’s argument that we should be limited in our review to only consider the first four years of *ESP IV*, we note that these parties have failed to cite to any supporting precedent. Additionally, the statute makes no such instruction, but contrarily, directs the Commission to determine “whether the plan, including its then-existing pricing and all other terms and conditions, including any deferrals and any future recovery of deferrals, *continues to be more favorable in the aggregate and during the remaining term of the plan* as compared to the expected results that would otherwise apply” under an MRO. R.C. 4928.143(E) (emphasis added). This provision is merely intended to act as a “check-up” and we will not extrapolate a more stringent test in our decision today. As a final point, if we were to adopt RESA and P3/EPSC’s

interpretation, we may deter utility companies from filing ESP applications that exceed a three-year term, potentially preventing customers from experiencing the benefits derived from an ESP exceeding three years, such as the one approved in our Order. Accordingly, these assignments of error will be denied.

b. Quantitative Factors.

{¶ 339} Staff asserts that the approval of Rider DMR and the rejection of the Companies' Proposal would result in a plan which passes the MRO v. ESP test on a quantitative basis, as the ESP would result in approximately \$51.1 million in benefits that would not otherwise be available under an MRO (Co. Ex. 206 at 18; Staff Ex. 14 at 2-4). FirstEnergy and MSC agree with Staff that the ESP is quantitatively at least \$51.1 million more favorable than an MRO (Co. Ex. 206 at 20). Staff and FirstEnergy note that the \$393 million proposed to be collected under Rider DMR may potentially be available to the Companies under an MRO, pursuant to R.C. 4928.142, which allows the Commission to adjust a utility's most recent SSO to address any emergency that threatens the utility's financial integrity (Co. Ex. 206 at 19-20; Staff Ex. 14 at 3-4). Additionally, Staff states it would advocate for equivalent revenues in a base rate proceeding. Accordingly, these parties assert that the Rider DMR revenues used to support grid modernization would essentially be "a wash" for purposes of the ESP versus MRO test.

{¶ 340} OMAEG, Sierra Club, OCC/NOAC, CMSD and P3/EPSC contend that Staff failed to consider a number of factors that would determine that Rider DMR, combined with the other provisions of the Companies' approved ESP IV, is not more favorable in the aggregate than an MRO as required by R.C. 4928.143(C)(1). While Staff and the Companies suggest that Rider DMR would have no impact for purposes of the ESP versus MRO test, OMAEG, Sierra Club, CMSD, NOPEC and P3/EPSC maintain that this would not be the case. Specifically, these parties argue that, pursuant to R.C. 4928.142(D), the Commission is authorized to adjust an EDU's most recent SSO price by any amount that the Commission determines to be necessary to "address any emergency

that threatens the utility's financial integrity," but Staff provided no evidence as to whether "an emergency" existed for purposes of this statute that would allow FirstEnergy Corp. or the Companies to collect equivalent revenues under an MRO. Arguing that recovery of equivalent revenues would not be permitted under an MRO, OMAEG, OCC/NOAC, Sierra Club, CMSD, NOEPC, and P3/EPSC claim the costs would be higher under an ESP, thereby making the ESP less favorable than the MRO under the statutory test. (Staff Ex. 14 at 3-4; Rehearing Tr. Vol. II at 429, 435, 437-40, 447, 450; Rehearing Tr. Vol. III at 511-19.) Moreover, CMSD and NOEPC contend that for the costs of Rider DMR to be considered "a wash" for purposes of this test, Staff would be required to show in this proceeding that equivalent revenues would be authorized in a contemporaneous MRO to address a threat to the Companies' financial integrity, adding that such a showing was not made and the evidence that the Companies would be willing to absorb millions of dollars in customer credits under their own proposal indicates a contrary situation (NOEPC App. for Rehearing (May 2, 2016) at 32-34; Co. Ex. 197 at 4). On a related note, Sierra Club argues that because R.C. 4928.142(D) only allows for adjustments to the SSO price that applies to non-shopping customers, an adjustment under this provision could not replace the non-bypassable charge sought under Rider DMR. Sierra Club adds that Staff presented no evidence in the record that the proposed Rider DMR revenues could be collected through an alternative means, adding that, unlike a base rate case or Rider AML, customers would not receive anything in return for their additional payments. *Dayton Power & Light Co. v. Pub. Util. Comm.*, 4 Ohio St.3d 91, 103, 447 N.E.2d 733 (1983); *Office of Consumers' Counsel v. Pub. Util. Comm.*, 67 Ohio St.2d 153, 164, 167, 423 N.E.2d 820 (1981).

{¶ 341} Additionally, as the proposed Rider DMR also includes the possibility for a two-year extension, OMAEG contends that the difference between costs of the ESP and the MRO would be even more significant (Rehearing Tr. Vol. II at 453; Rehearing Tr. Vol. IV at 977). As a result, NOEPC, Sierra Club, and CMSD claim that, at a minimum, the ESP containing Rider DMR is quantitatively \$341.9 million less favorable than an MRO, and assuming the same level of funding during the two-year extension period, \$603.9 million

less favorable (Staff Ex. 13 at 7). Additionally, although CMSD acknowledges that there may be a quantifiable benefit associated with maintaining an investment grade rating for FirstEnergy Corp., no such analysis has been provided during this proceeding. Finally, restating many of their arguments provided earlier relating to the alleged economic development benefits attributed to maintaining FirstEnergy Corp.'s headquarters and nexus of operations in Akron, Ohio, CMSD, OMAEG, Sierra Club, OCC/NOAC contend that this condition of Rider DMR not be considered a benefit for purposes of the statutory ESP versus MRO test. CMSD adds that inclusion of this "benefit" to the ESP versus MRO test would violate R.C. 4903.10, as the Companies could have made these arguments during the initial hearing. OHA further contends that the Commission may not rely on the other benefits of the Stipulated ESP IV, for purposes of the ESP versus MRO test, because no party has agreed to incorporate Rider DMR into the Stipulated ESP IV. At the very least, OHA argues that additional rehearing would be required to determine whether the modified Stipulated ESP IV, incorporating Rider DMR, would pass the Commission's three-prong test and the statutory MRO versus ESP test.

{¶ 342} Moreover, to the extent that Staff and the Companies argue that maintaining FirstEnergy's corporate headquarters in Akron, Ohio is a benefit for purposes of the ESP versus MRO test, P3/EPSC, OCC/NOAC, OMAEG, CMSD and Sierra Club contend that there is no reasonable basis for its inclusion since there was no indication that the headquarters would be moved prior to the proposal of Rider DMR and there is sufficient evidence in the record to show that FirstEnergy had already committed to keep its headquarters in Akron, Ohio (Co. Ex. 154 at 17; Rehearing Tr. Vol. X at 1603-04). Accordingly, OMAEG, OCC/NOAC, P3/EPSC, CMSD, and NOPEC argue that the inclusion of Rider DMR with the already approved portions of Stipulated ESP IV would not result in an ESP that is quantifiably more favorable than an MRO.

{¶ 343} FirstEnergy notes that the intended uses of the Rider DMR revenues would be considered distribution-related cash outflows and would be recoverable in a base rate

case or the Companies' existing Rider AMI or comparable rider. Furthermore, FirstEnergy contends that grid modernization related expenses are recoverable outside of ESPs, citing to the creation of Rider AMI. (Co. Ex. 206 at 9; Rehearing Tr. Vol. X at 1607.) In response to arguments that Rider DMR would not be considered a "wash" for purposes of the ESP versus MRO test, FirstEnergy claims that such arguments were rejected by the Commission and the Supreme Court of Ohio. *FirstEnergy ESP III* Order at 50-52, 55-57; *FirstEnergy*, 146 Ohio St. 3d 222, 2016-Ohio-3021, 54 N.E.3d 1218. FirstEnergy also emphasizes the fact that the base rate freeze is part of the Stipulated ESP IV, and when considering the results of an MRO for purposes of this test, one must eliminate conditions arising under the ESP, thus, the base rate freeze would not exist if there was no ESP in place. Despite many intervenors arguing that the condition to maintain FirstEnergy Corp.'s headquarters in Akron, Ohio already existed, FirstEnergy notes that without Rider RRS in place, there is no such previous commitment and Staff recognized this fact when it placed this condition on Rider DMR (Co. Ex. 154 at 17).

{¶ 344} In addition, as assignments of error raised in their applications for rehearing, NOPEC, OCC/NOAC, OMAEG, and Power4Schools state that the Commission erred in its quantitative analysis because it failed to remove \$51.1 million in shareholder funding from the ESP versus MRO test and failed to quantify the costs of Riders GDR, DCR, and Unbundled Distribution Rate Rider, noting such costs could prove to be quite significant. (NOPEC App. for Rehearing (May 2, 2016) at 30; Power4Schools App. for Rehearing (May 2, 2016) at 5-8; OCC/NOAC App. for Rehearing (May 2, 2016) at 51-53; OMAEG App. for Rehearing (May 2, 2016) at 66-67; Order at 119). NOPEC further asserts that it is unlawful to value the placeholder Rider GDR and Rider RCE at zero, noting that omitting costs associated to these two riders prevents the Commission from conducting an accurate analysis of the ESP versus MRO test (NOPEC App. for Rehearing (May 2, 2016) at 31-32). Lastly, OMAEG and NOPEC note that the Commission erred in its Order by including the \$51.1 million attributed to economic development, job retention, and low

objective enumerated in R.C. 4928.02 include modernization of the grid through deployment of advanced technology and procurement of renewable energy resources and promotion of competition by enabling competitive providers to offer innovative products to serve customers' needs.

{¶ 353} The Commission finds that, on a quantitative basis, the ESP is more favorable quantitatively than an MRO. In rehearing testimony, Staff witness Turkenton testified that *ESP IV* contains \$51.1 million in quantitative benefits over an MRO (Staff Ex. 14 at 3). Ms. Turkenton noted that the \$51.1 million in benefits are funded by shareholders over an eight-year period and will be used for economic development, low-income customers and a customer advisory agency in the Companies' service territory. (Staff Ex. 14 at 3.) FirstEnergy witness Mikkelsen agreed with Staff's assessment of the quantitative benefits; Ms. Mikkelsen also claimed that the quantitative benefits of FirstEnergy Corp. maintaining its corporate headquarters in Akron Ohio, which the Companies value at \$568 million annually, are equal to or greater than the revenues proposed under Rider DMR (Co. Ex. 206 at 19-20; Co. Ex. 205 at 4-5). OCC witness Kahal acknowledged that there is economic value to Akron in retaining FirstEnergy Corp.'s headquarters in Akron (Rehearing Tr. Vol. VIII at 1404). Staff witness Turkenton testified that, although Staff is proposing additional distribution revenues of \$131 million per year for three years through Rider DMR, these revenues would have no impact on the ESP versus MRO test because equivalent revenues could potentially be recovered through an MRO application under R.C. 4928.142 (Staff Ex. 14 at 3-4).

{¶ 354} In determining whether revenues equivalent to Rider DMR could be recovered through a hypothetical MRO application, the Commission first notes that R.C. 4928.142 authorizes the Commission under an MRO to assess such charges as the Commission "determines necessary to address any emergency that threatens the utility's financial integrity or to ensure that the resulting revenue available to the utility for providing the standard service offer is not so inadequate as to result, directly or indirectly

in a taking of property without compensation pursuant to Section 19 of Article I, Ohio Constitution.” R.C. 4928.143(D). The Commission has never approved an application under this section; thus, we have never determined the standards under which we would review an application under this section. Therefore, for purposes of the ESP versus MRO test, we must construe this section as if a hypothetical application for an MRO had been submitted based upon the same facts as are in the record in this case.

{¶ 355} The Commission notes that electric utilities, like all public utilities, can seek emergency rate relief under R.C. 4909.16, and the Commission has provided factors or indicators for determining whether emergency rate relief can be granted. *In re Cleveland Elec. Illum. Co.*, Case No. 88-170-EL-AIR, et al., Opinion and Order (Aug. 23, 1988), 1988 WL 1617994 (Ohio P.U.C.). Although we cannot interpret the provision in R.C. 4928.143(D) as simply replicating or being redundant to R.C. 4909.16, the factors specified by the Commission for cases brought under R.C. 4909.16 provide guidance for factors the Commission may examine in a hypothetical application for a charge under R.C. 4928.143.

{¶ 356} One of the indicators the Commission would consider in an application under R.C. 4909.16 which is applicable to the facts of this proceeding is whether an electric utilities’ bonds are rated “BBB-” by S&P, “at the ‘ragged’ edge of investment grade” as characterized by the Commission. Case No. 88-170-EL-AIR at 8. In the present proceeding, the record is clear that the FirstEnergy Corp.’s bond rating is “BBB-” by S&P, one notch above the cutoff for investment grade (Staff Ex. 13 at 5). As noted by the Commission above, the record also demonstrates that S&P takes an “umbrella” approach to credit ratings and that a downgrade to FirstEnergy Corp. would result in a downgrade to the Companies (Rehearing Tr. Vol. III at 595-596, 680). Further, on April 28, 2016, S&P revised FirstEnergy Corp.’s rating outlook from stable to negative (Staff Ex. 13 at 5, fn. 4; Att. 3). Likewise, on January 20, 2016, Moody’s issued a credit opinion stating that certain factors could lead to a downgrade of FirstEnergy Corp. to below investment grade (Staff Ex. 13 at 4; OMAEG Ex. 37 at 9). Although Moody’s rates FirstEnergy Corp. and its

affiliates separately, Cleveland Electric Illuminating and Toledo Edison are both one notch above the cutoff for investment grade while Ohio Edison is three notches above investment grade; and a downgrade to FirstEnergy Corp. would significantly impact the Companies. We believe that a potential downgrade to below investment grade could be construed as an "emergency that threatens the utility's financial integrity" under R.C. 4928.142(D).

{¶ 357} Accordingly, we find that, based upon the facts presented in this case, it is likely that the Commission would grant relief in response to a hypothetical application under R.C. 4928.142(D). Therefore, we agree with the testimony of Staff witness Turkenton that revenues under Rider DMR should be excluded from the quantitative analysis because equivalent revenues are likely to be recovered under a hypothetical MRO application pursuant to R.C. 4928.142(D) and that, on a quantitative basis, the ESP is more favorable than an MRO in the amount of \$51.1 million (Staff Ex. 14 at 3-4).

{¶ 358} With respect to the qualitative analysis, the Commission finds that the ESP IV, as modified by this Fifth Entry on Rehearing, is more favorable than an MRO. Rider DMR will provide credit support to FirstEnergy, which will allow the Companies to access capital markets and obtain favorable borrowing terms and conditions, enabling investment in a more extensive grid modernization program (Staff Ex. 15 at 14-15). In rehearing testimony, RESA witness Crockett-McNew and Staff witnesses agreed that grid modernization will promote customer choice and promote the state's competitiveness in the global marketplace (RESA Ex. 7 at 7; Staff Ex. 15 at 15-16; Staff Ex. 14 at 4). Moreover, the Stipulations previously approved by the Commission provide that the Companies will: (1) modernize distribution infrastructure through the filing of a business plan for the deployment of smart grid technology and advanced metering infrastructure in accordance with state policy set forth in R.C. 4928.02(D) (Co. Ex. 154 at 9-10); (2) promote resource diversity by investing in utility scale battery technology and by procuring or constructing new renewable energy resources (Co. Ex. 154 at 11-12; Co. Ex. 155 at 13); and (3) encourage

energy efficiency by reforming rate design to eliminate disincentives for the Companies to promote energy efficiency and conservation programs and to promote the principle of cost causations (Co. Ex. 154 at 12-13; Co. Ex. 155 at 13).

{¶ 359} Further, consistent with the *ESP IV* Opinion and Order issued in this case and based upon the testimony presented on rehearing, we find that there are additional qualitative benefits of the ESP, which would not be provided in an MRO (Order at 119; Staff Ex. 14 at 4; Co. Ex. 206 at 20). These qualitative benefits include: (1) continuation of the distribution base rate freeze until June 1, 2024, to provide rate certainty, predictability and stability for customers (Co. Ex. 154 at 13); (2) continuation of multiple rate options and programs to preserve and enhance rate options for various customers provided in previous ESPs (Co. Ex. 154 at 14-15); (3) establishment of a goal to reduce CO₂ emissions by FirstEnergy Corp. with periodic reporting requirements (Co. Ex. 154 at 11; Co. Ex. 155 at 13); (4) promotion of cost-effective energy efficiency programs, with a goal of saving 800,000 MWh of electricity annually (Co. Ex. 154 at 11-12); and (5) programs to promote the use of energy efficiency programs by small businesses, in accordance with state policy set forth in R.C. 4928.02(M) (Co. Ex. 155 at 5).

{¶ 360} Therefore, the Commission finds that, based upon the entire record of this proceeding and as modified in this Fifth Entry on Rehearing, *ESP IV*, including its pricing and all other terms and conditions, including any deferrals and any future recovery of deferrals, is more favorable in the aggregate as compared to the expected results that would otherwise apply under an MRO pursuant to R.C. 4928.142.

{¶ 361} Finally, as discussed above, in this Fifth Entry on Rehearing, the Commission has adopted the Staff's alternative proposal, in the form of Rider DMR, to the Companies' Proposal presented in their application for rehearing, and the Commission has directed the Companies to terminate Rider RRS. Therefore, as described in more detail below, all assignments of error regarding the ESP versus MRO test, as originally determined by the Commission in the *ESP IV* Opinion and Order and based upon Rider

RRS as originally modified and approved by the Commission, are moot and should be denied.

IV. PROCEDURAL MATTERS

A. *Pending Motions for Protective Order*

{¶ 362} Numerous motions for protective orders have been filed in the docket in this proceeding regarding documents filed under seal.²⁰ The Commission notes that R.C. 4905.07 provides that all facts and information in the possession of the Commission shall be public, except as provided in R.C. 149.43, and as consistent with the purpose of Title 49 of the Revised Code. R.C. 149.43 specifies that the term “public records” excludes information which, under state or federal law, may not be released. The Supreme Court of Ohio has clarified that the “state or federal law” exemption is intended to cover trade secrets. *State ex rel. Besser v. Ohio State Univ.*, 89 Ohio St.3d 396, 399, 2000-Ohio-207, 732 N.E.2d 373. Similarly, Ohio Adm.Code 4901-1-24 allows the Commission to protect the confidentiality of information contained in a filed document “to the extent that state or federal law prohibits release of the information, including where the information is deemed * * * to constitute a trade secret under Ohio law, and where non-disclosure of the information is not inconsistent with the purposes of Title 49 of the Revised Code.” Moreover, Ohio law defines a trade secret as “information * * * that satisfies both of the following: (1) It derives independent economic value, actual or potential, from not being generally known to, and not being readily ascertainable by proper means by, other persons who can obtain economic value from its disclosure or use. (2) It is the subject of efforts that are reasonable under the circumstances to maintain its secrecy.” R.C. 1333.61(D).

{¶ 363} Applying the requirements that the information have independent economic value and be the subject of reasonable efforts to maintain its secrecy pursuant to

²⁰ Specifically, the Commission is referencing pending motions for protective order that were filed on or after March 31, 2016, that have not otherwise been addressed in this proceeding.

R.C. 1333.61(D), as well as the six-factor test set forth by the Ohio Supreme Court in *State ex rel. Plain Dealer v. Ohio Dept. of Ins.*, 80 Ohio St.3d 513, 524-525, 1997-Ohio-75, 687 N.E.2d 661, we find that the documents filed under seal in this docket contain trade secret information. Their release, therefore, is prohibited under state law. We also find that nondisclosure of this information is not inconsistent with the purposes of Title 49 of the Revised Code. Finally, we note that the filings and documents have been redacted to remove the confidential information and the public versions of the pleadings and documents have been docketed in this proceeding. Accordingly, we find that all pending motions for protective order are reasonable and should be granted. Further, the protective orders previously granted in this proceeding shall be extended in accordance with the time frame set forth below.

{¶ 364} Ohio Adm.Code 4901-1-24(F) provides that, unless otherwise ordered, protective orders issued pursuant to Ohio Adm.Code 4901-1-24(D) automatically expire after 24 months. The attorney examiner finds that confidential treatment shall be afforded to the information filed under seal for a period ending 60 months from the date of a final, appealable order in this proceeding. Until that time, the Docketing Division shall maintain, under seal, the information filed confidentially. Further, Ohio Adm.Code 4901-1-24(F) requires a party wishing to extend a protective order to file an appropriate motion at least 45 days in advance of the expiration date. If a party wishes to extend its confidential treatment, it should file an appropriate motion at least 45 days in advance of the expiration date. If no such motion to extend the confidential treatment is filed, the Commission may release the information without prior notice.

B. Assignments of Error and Arguments Relating to Previous Attorney Examiner Rulings

1. THE COMPANIES' MOTION TO STRIKE ARGUMENTS REGARDING THE LEGISLATIVE HISTORY OF S.B. 221

{¶ 365} NOPEC initially notes that the Commission erred in granting the Companies' motion to strike arguments regarding the legislative history of S.B. 221, which

NOPEC claims the Commission is permitted to consider pursuant to R.C. 1.49. Further, NOPEC asserts that Supreme Court of Ohio precedent permits the Commission to consider the draft legislation and Legislative Service Commission (LSC) bill analysis as evidence to support its interpretation of legislative intent. (*ESP IV* Opinion and Order at 36-37.)

{¶ 366} FirstEnergy argues that NOPEC simply asserts the same arguments it raised in its initial brief to this proceeding, adding that, based on the arguments provided in the *ESP* versus MRO test analysis, the Commission may only consider legislative history in the event the statute is determined to be ambiguous. Consistent with its earlier arguments, FirstEnergy notes that R.C. 4928.143(C)(1) is not ambiguous as to the inclusion of qualitative factors in the Commission's consideration, therefore, the Commission acted reasonably when it granted the Companies' motion to strike portions of NOPEC's initial brief. (*ESP IV* Opinion and Order at 37.) We agree with FirstEnergy that we sufficiently addressed this issue in our *ESP IV* Opinion and Order and we will not expand on that discussion at this time. Accordingly, NOPEC's assignments of error raised pertaining to these issues are denied.

2. RULINGS OF THE ATTORNEY EXAMINER TO EXCLUDE EVIDENCE FROM THE RECORD

{¶ 367} During Rehearing, the attorney examiners granted in part the Companies' motions to strike portions of the Rehearing testimony of several intervening parties' witnesses, as portions of their testimony were determined to be cumulative, inadmissible hearsay, or beyond the scope of Rehearing (*Rehearing Tr. Vol. IV* at 771-74, 780, 801-03, 862-66, 875, 882; *Rehearing Tr. Vol. V* at 1127, 1149-51).

{¶ 368} OMAEG, Sierra Club, NOPEC, P3/EP SA, and OCC/NOAC argue that the attorney examiners erred in striking portions of the testimony of five witnesses,²¹ all of

²¹ Sierra Club witness Comings, OCC/NOAC witness Wilson, OCC witnesses Kahal and Rose, and P3/EP SA witness Kalt.

whom provided, to some extent, updated data and price forecasts to include in the analysis of the Companies' Proposal. These parties note that striking various portions of intervenor testimony that sought to update price forecasts is not only prejudicial to the parties of this proceeding, but directly conflicts with the Commission's ability to review all appropriate and necessary information to make an informed decision as to the actual value of the Companies' Proposal and Rider DMR to FirstEnergy's customers. Furthermore, CMSD states that it strongly disagrees with the attorney examiners' denial of the motion to strike FirstEnergy witness Murley's testimony and urges the Commission to reconsider that ruling (Rehearing Tr. Vol. IX at 1434). OMAEG also states that the attorney examiner erred in striking portions of Dr. Choueiki's testimony (Rehearing Tr. Vol. V at 1264-65). FirstEnergy contends that the attorney examiners were well within their authority, pursuant to Ohio Adm.Code 4901-1-27, to strike these portions of intervenor and Staff testimony and argues their rulings were correct. FirstEnergy initially states that these intervening parties have provided no legal basis for reversing the attorney examiners' routine evidentiary rulings. Additionally, FirstEnergy notes that the attorney examiners were correct to strike cumulative material contained in intervenor testimony or material that went beyond the scope of Rehearing, as directed by the Commission's prior decisions in this proceeding. Further, FirstEnergy claims that the attorney examiners were correct to exclude inadmissible hearsay contained in intervenor testimony, specifically the Rehearing testimony of Sierra Club witness Comings (Rehearing Tr. Vol. IV at 771-74). As a final matter, the Companies assert that the attorney examiners correctly excluded a portion of Dr. Choueiki's testimony, noting he was speculating on the preemptive powers of FERC, inconsistent with Supreme Court of Ohio precedent (Rehearing Tr. Vol. V at 1264-65).

{¶ 369} As an initial matter, we note that these assignments of error and arguments are now moot, as the Commission is modifying the *ESP IV* Opinion and Order to approve Rider DMR rather than maintain the original Rider RRS mechanism or approve the Companies' Proposal, to which these updated forecasts and financial data would apply. As such, it is unnecessary to evaluate these arguments at this time. Nonetheless, we find

that the attorney examiners' rulings to grant in part and deny in part portions of the Rehearing testimony presented by the aforementioned witnesses did not deviate from Commission practice and were consistent with applicable law and Commission rules, specifically Ohio Adm.Code 4901-1-27. Furthermore, such decisions were consistent with the prior decisions of this proceeding, which limited the scope of Rehearing to only the Companies' Proposal and Rider DMR (First Entry on Rehearing at 3; Third Entry on Rehearing at 9, 11-12; June 3, 2016 Entry at 4). We similarly find that the attorney examiners were correct in their ruling regarding Ms. Murley's testimony, further noting that FirstEnergy's recommendation to include a portion of the results of her projected economic impact analysis to the overall calculation of Rider DMR has summarily been rejected, and, thus, this argument is also moot.

*C. FirstEnergy's Motions to Strike Portions of Rehearing Briefs*²²

{¶ 370} FirstEnergy filed motions to strike portions of the Rehearing briefs of NOPEC, IMM, OHA, and Direct Energy, as well as portions of the Rehearing reply briefs filed by NOPEC and Sierra Club. Direct Energy, OHA, and NOPEC filed memoranda contra FirstEnergy's motion to strike portions of their Rehearing briefs, to which FirstEnergy filed replies. Further, Sierra Club and NOPEC filed memoranda contra FirstEnergy's motion to strike portions of their Rehearing reply briefs, to which FirstEnergy filed replies.

{¶ 371} In its motions to strike portions of NOPEC's Rehearing brief and Rehearing reply brief, FirstEnergy asserts that NOPEC improperly relied on testimony that was excluded from the record and it is highly improper to allow NOPEC to argue this information in its Rehearing brief (Rehearing Tr. Vol. IV at 780, 786, 801-03, 864-66, 875-76, 884). In its memorandum contra, NOPEC notes that, pursuant to Ohio Adm.Code 4901-1-

²² P3/EPSCA filed a motion to strike correspondence filed in the docket by FirstEnergy on May 4, 2016. However, during the evidentiary hearing, the attorney examiners entertained arguments regarding that document and it was admitted into the record. (Co. Ex. 198; Rehearing Tr. Vol. II at 284). As such, that motion to strike, and subsequent filings in response to that motion, are now moot and will not be addressed.

15(F), the Commission stands in the place of an appellate court in initially reviewing whether an attorney examiner's improper exclusion of evidence, preserved by proffer, affected a party's substantial rights.

{¶ 372} In its motion to strike portions of IMM's Rehearing brief, FirstEnergy asserts IMM improperly relies upon material that is not in the evidentiary record, specifically, FirstEnergy witness Mikkelsen's testimony that was stricken by Ms. Mikkelsen when she was on the stand (Rehearing Tr. Vol. I at 46).

{¶ 373} In its motion to strike portions of OHA's Rehearing brief, FirstEnergy asserts that OHA relied on a news article containing hearsay statements that are not a part of the evidentiary record and testimony that the attorney examiners specifically excluded from the record (Rehearing Tr. Vol. VIII at 1380-83). In its memorandum contra, OHA states that it is voluntarily removing the quoted statement on page 12 of its Rehearing brief, noting this was an inadvertent error and the statement's inclusion makes no difference on the substantive arguments forwarded by OHA. However, as to the newspaper articles cited in its Rehearing brief, OHA argues that these statements are not hearsay as they were not offered for the truth of the matter asserted.

{¶ 374} In its motion to strike portions of Direct Energy's Rehearing brief, the Companies assert that Direct Energy relied upon material that is not in the evidentiary record and, moreover, is information of which the attorney examiners expressly declined to take administrative notice when OCC first raised this issue. FirstEnergy also notes there is no basis for taking administrative notice of this information. In its memorandum contra, Direct Energy notes that taking administrative notice of this information is acceptable, as FirstEnergy has failed to explain how it would be prejudiced and this information is "capable of accurate and ready determination by resort to sources whose accuracy cannot reasonably be questioned." Ohio Evid. R. 201(B)(2). Furthermore, Direct Energy notes that this information would be useful to the Commission's determination of whether the base distribution rate freeze would, in fact, be a benefit to customers, as alleged by FirstEnergy.

{¶ 375} In its motion to strike portions of Sierra Club's Rehearing reply brief, FirstEnergy claims that Sierra Club either improperly relied upon testimony, or exhibits to such testimony, which the attorney examiners excluded from the record as either cumulative or beyond the scope of Rehearing (Rehearing Tr. Vol. IV at 780, 801-03, 862-66, 875, 882-84; Rehearing Tr. Vol. V at 1127, 1149-51). Additionally, FirstEnergy notes that Sierra Club's arguments constitute a procedurally improper surreply to the Companies reply brief, filed on February 26, 2016. Sierra Club asserts in its memorandum contra that it properly relied on evidence that was proffered at hearing and its Rehearing reply brief did not include an improper surreply.

{¶ 376} Consistent with our *ESP IV* Opinion and Order, we continue to find that new information should not be introduced after the closure of the record and parties should not rely upon evidence which has been stricken from the record (*ESP IV* Opinion and Order at 37). We note that the same analysis may be applied in this Fifth Entry on Rehearing, as many of FirstEnergy's motions to strike either deal with hearsay statements or testimony that was excluded from the record (*ESP IV* Opinion and Order at 35-37). As argued by FirstEnergy, the appropriate use of a "proffer" is simply to preserve a party's right to appeal an evidentiary ruling excluding it. It is not, however, an additional opportunity to introduce new evidence into the record without providing parties sufficient opportunity to respond to it. *In re the Applications of TNT Holland Motor Express, Inc. to Amend Certificates Nos. 300-R & 407-R, Case No. 89-582-TR-AAC*, Opinion and Order (Aug. 12, 1993). Moreover, even if we were to assume that its interpretation was correct, NOPEC acknowledged that in order for its argument to have weight, we would be required to find that the attorney examiner improperly excluded evidence, which is simply not the case here. Furthermore, our rules and past precedent prescribe the process for submitting post-hearing briefs and we are not inclined to deviate from that process today. *Ohio Adm.Code 4901-1-31; In re the Complaint of the City of Reynoldsburg, Ohio, Case No. 08-846-EL-CSS*, Opinion and Order (Apr. 5, 2011) at 27-28.

{¶ 377} As to our authority to take administrative notice, we have previously held that the Commission may take administrative notice of facts outside the record of a case if the complaining parties have had an opportunity to prepare and respond to the evidence and they are not prejudiced by its introduction. *FirstEnergy ESP III*, Second Entry on Rehearing (Jan. 30, 2013) at 3-4. Direct Energy raises arguments in its Rehearing brief, reply brief, and memorandum contra FirstEnergy's motion to strike to make it seem as if it is requesting administrative notice of all this information for the first time; however, the Companies are quite correct that the attorney examiner declined to take administrative notice of the Staff Report in Case No. 07-0551-EL-AIR during Rehearing (Rehearing Tr. Vol. X at 1580). Moreover, Direct Energy made no attempt to argue against, or even object to, the attorney examiner's ruling denying OCC's motion to take administrative notice over the two separate days in which it could have made such arguments (Rehearing Tr. Vol. IX at 1508-13; Rehearing Tr. Vol. X at 1580). We will not modify the attorney examiner's earlier ruling and refuse to add additional information that could have been presented during Rehearing. We find it would be inappropriate to allow this information to be considered at this point in the proceeding, as the record is now closed and the Companies would not have the opportunity to prepare and respond to that information.²³ Furthermore, because Direct Energy chose to rely on the Staff Report, rather than the Opinion and Order issued in that proceeding, we agree with FirstEnergy that the entirety of the footnote must be stricken. Accordingly, FirstEnergy's motions to strike portions of the Rehearing and Rehearing reply briefs will be granted in their entirety, except for the statement voluntarily withdrawn by OHA, to which the Companies' motion to strike is moot. The stricken portions of these briefs, as detailed above, have been disregarded by the Commission for purposes of its decision in this Fifth Entry on Rehearing.

²³ We are also denying OCC's request to take administrative notice of the materials from Case No. 07-551-EL-AIR for the reasons noted above.

D. Moot Assignments of Error

{¶ 378} Upon reviewing the remaining assignments of error raised in the applications for rehearing filed on April 29, 2016, and May 2, 2016, this Commission finds many of these assignments of error are moot as they pertain to the original Rider RRS mechanism as approved by this Commission in the Order or were otherwise adequately addressed in this Fifth Entry on Rehearing. As we are modifying our Order to approve Staff's alternative proposal, in the form of proposed Rider DMR, we need not take time to address the merits of the assignments of error raised, or responsive arguments contained in memoranda contra, relating to the original Rider RRS mechanism or reiterate our reasoning already provided in our analysis of the Companies' Proposal. Accordingly, the following assignments of error are denied.²⁴

- The Commission's approval of Rider RRS is unreasonable and unlawful because it represents a reversal by the Commission from the General Assembly's legislative directives to promote competition, a reversal that is solely intended to benefit the utility's affiliate at the expense of ratepayers. (RESA App. for Rehearing (Apr. 29, 2016) at 10-13; P3/EPSC App. for Rehearing (Apr. 29, 2016) at 7-10).
- The Commission erred in finding, as a matter of law, that Rider RRS constitutes "terms, conditions, or charges," as required by R.C. 4928.143(B)(2)(d). (RESA App. for Rehearing at 14-15; P3/EPSC App. for Rehearing (Apr. 29, 2016) at 10-12).
- The Commission erred in finding, as a matter of law, that Rider RRS constitutes "limitations on customer shopping," as required by R.C. 4928.143(B)(2)(d). (RESA App. for Rehearing at 15-17; P3/EPSC App. for Rehearing (Apr. 29, 2016) at 12-14).
- The Commission erred in finding, as a matter of law, that Rider RRS, will "have the effect of stabilizing" retail electric service rates, as required by R.C. 4928.143(B)(2)(d). (RESA App. for Rehearing (Apr. 29, 2016) at 17-20; P3/EPSC App. for Rehearing (Apr. 29, 2016) at 14-17).
- The Commission erred in finding, as a matter of law, that Rider RRS constitutes a program to implement "economic development" under R.C. 4928.143(B)(2)(i).

²⁴ We note that several assignments of error contained arguments relating to both the original Rider RRS mechanism and other components of the Stipulated ESP IV. To the extent the Commission was able to discern the arguments pertaining to those other components, they have been adequately addressed in the Fifth Entry on Rehearing. Similarly, to the extent these assignments of error deal with the original Rider RRS mechanism, they will be denied. Although this list is relatively comprehensive, we acknowledge the fact that there may be additional assignments of error raised pertaining to Rider RRS that are not included in this list, but are similarly denied on the same basis.

- (RESA App. for Rehearing (Apr. 29, 2016) at 20-22; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 17-19).
- The Commission erred, as a matter of law, in finding that the provisions of the *ESP IV*, including Rider RRS, do not violate the pro-competition policies of R.C. 4928.02. (RESA App. for Rehearing (Apr. 29, 2016) at 22-25; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 19-22).
 - The Commission erred, as a matter of law, by not addressing and adopting the argument that Rider RRS violates the separation of services requirements of R.C. 4928.03 by merging competitive and regulatory services. (RESA App. for Rehearing (Apr. 29, 2016) at 26; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 22-23).
 - The Commission erred, as a matter of law, by not addressing and adopting the argument that the provisions of *ESP IV*, including Rider RRS, violates the corporate separation requirements of R.C. 4928.17. (RESA App. for Rehearing (Apr. 29, 2016) at 27-28; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 23-25).
 - The Commission erred, as a matter of law, by not addressing and adopting the argument that Rider RRS does not violate R.C. 4905.22 by imposing an unreasonable charge that includes an unknown future charge or unknown market risk. (RESA App. for Rehearing (Apr. 29, 2016) at 29; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 25-26).
 - The Commission erred when it approved Rider RSR on the basis of highly uncertain financial projections that it believed were "better" than financial projections presented by other witnesses, without regard to whether they were sufficiently reliable to meet FirstEnergy's burden of proof. (RESA App. for Rehearing (Apr. 29, 2016) at 45; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 40-41).
 - The Commission erred when it approved Rider RRS on the basis of highly uncertain financial projections without addressing the need for or adopting annual and aggregate limits on the charges that can be imposed on ratepayers. (RESA App. for Rehearing (Apr. 29, 2016) at 46-48; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 41-44).
 - The Commission erred when it approved Rider RRS without providing a coherent formula for calculating the limitations on average customer bills that it provides during the first two years of Rider RRS. (RESA App. for Rehearing (Apr. 29, 2016) at 48-49; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 44).
 - The Commission erred in finding that the financial projections by witness Rose are reliable. (RESA App. for Rehearing (Apr. 29, 2016) at 49-51; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 45-47).
 - The Commission erred in finding that the financial projections by witness Lisowski are reliable without citing specific record evidence. (RESA App. for Rehearing (Apr. 29, 2016) at 52; P3/EP SA App. for Rehearing (Apr. 29, 2016) at 47-48).
 - The Commission failed to consider all of witness Kalt's analyses and erred in finding that witness Kalt's sensitivity analysis was not reliable. (RESA App. for

Rehearing (Apr. 29, 2016) at 53-57; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 48-52).

- The Commission erred in finding that it could properly ignore downward price trends in the price of natural gas in evaluating the reliability of financial projections. (RESA App. for Rehearing (Apr. 29, 2016) at 57; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 52-53).
- The Commission erred in finding that it is proper to average contradictory financial projections by two witnesses, who disagree as to whether Rider RRS will produce a charge or a credit to ratepayers, and to predict on that basis that Rider RRS will result in a net credit to ratepayers over its eight-year term. (RESA App. for Rehearing (Apr. 29, 2016) at 58-59; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 53-54).
- The Commission erred in finding that a two-year limit on rate increases related to Rider RRS will "protect customers" from price fluctuations. (RESA App. for Rehearing (Apr. 29, 2016) at 59-61; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 54-56).
- The Commission erred in finding that short-term harmful effects of Rider RRS on customers' bills can be ignored if they are somehow outweighed by later positive effects. (RESA App. for Rehearing (Apr. 29, 2016) at 61-62; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 56-57).
- The Commission erred in assuming that the Sammis and Davis-Besse plants will close unless Rider RRS is approved without addressing evidence to the contrary. (RESA App. for Rehearing (Apr. 29, 2016) at 62-70; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 57-64).
- The Commission erred in finding that the provisions of *ESP IV* including Rider RRS will promote economic development. (RESA App. for Rehearing (Apr. 29, 2016) at 70; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 65).
- The Commission erred in finding that Rider RRS will provide rate stability. (RESA App. for Rehearing (Apr. 29, 2016) at 72-77; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 66-71).
- The Commission erred in finding that Rider RRS does not provide an anti-competitive subsidy to FirstEnergy's affiliate. (RESA App. for Rehearing (Apr. 29, 2016) at 77-81; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 71-75).
- The Commission erred in failing to order that FirstEnergy must return all of the amounts it collects from customers under Rider RRS if Rider RRS is invalidated. (RESA App. for Rehearing (Apr. 29, 2016) at 84-85; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 78-79).
- The Commission erred in approving Rider RRS and allowing the collection of generation costs from customers based on a power purchase agreement that was not produced by a competitive process. (RESA App. for Rehearing (Apr. 29, 2016) at 85-89; P3/EPSA App. for Rehearing (Apr. 29, 2016) at 79-83).

- The Commission erred in approving Rider RRS and recovery of legacy costs because it will allow FirstEnergy to recover transition revenues or any equivalent revenues in violation of R.C. 4928.38. (RESA App. for Rehearing (Apr. 29, 2016) at 89-90; P3/EPSC App. for Rehearing (Apr. 29, 2016) at 83-84).
- The Commission erred in approving the Stipulation's severability provision that does not require a refund if Rider RRS is invalidated and that only applies the severability provision if a court of competent jurisdiction invalidates Rider RRS. (RESA App. for Rehearing (Apr. 29, 2016) at 91-92; P3/EPSC App. for Rehearing (Apr. 29, 2016) at 85-86).
- The Commission not only erred in approving Rider RRS, it also erred in allowing the rider to be effective as of June 1, 2016. (RESA App. for Rehearing (Apr. 29, 2016) at 92-93; P3/EPSC App. for Rehearing (Apr. 29, 2016) at 86-87).
- The Commission's award of a subsidy to FES to the prejudice of FES' competitors was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 2).
- The Commission's failure to require competitive bidding for any PPA to be included in Rider RRS was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 2-5).
- The Commission's holding that Rider RRS is authorized by R.C. 4928.143(B)(2)(d) was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 6-12).
- The Commission's holding that Rider RRS is authorized by R.C. 4928.143(B)(2)(i) was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 12-13).
- The Commission's failure to find that the Stipulations (including Rider RRS) violate R.C. 4928.17, which requires corporate separation between an electric utility and its generation affiliate, was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 14-16).
- The Commission's failure to find that Rider RRS violates R.C. 4905.22 as an unreasonable charge was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 16-19).
- The Commission's finding that its oversight over Rider RRS is sufficient was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 19-21).
- The Commission's failure to substantively address concerns that Rider RRS threatens competitive markets and impedes the development of new sources of generation in Ohio was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 22-25).
- The Commission ignores evidence that the Sammis, Davis-Besse, and OVEC plants are not closing. (Dynergy App. for Rehearing (Apr. 29, 2016) at 25-28).
- The Commission's finding that Rider RRS promotes fuel diversity was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 28-29).
- The Commission's finding that Rider RRS promotes grid reliability was unreasonable and unlawful. (Dynergy App. for Rehearing (Apr. 29, 2016) at 29-31).

- The Commission's finding that Rider RRS promotes retail rate stability was unreasonable and unlawful. (Dynegy App. for Rehearing (Apr. 29, 2016) at 31-32).
- The Order unlawfully holds that Rider RRS is authorized under R.C. 4928.143(B)(2)(d) even though: Rider RRS does not relate to "limitations on customer shopping"; Rider RRS does not impact "retail electric generation service"; and Rider RRS would not "have the effect of stabilizing or providing certainty regarding retail electric service." (Sierra Club App. for Rehearing (Apr. 29, 2016) at 7-16).
- The Order is unlawful and unreasonable because FirstEnergy failed to meet its burden of demonstrating that Rider RRS is a limitation on customer shopping, and the Commission's finding that the Rider is a limitation on customer shopping is against the manifest weight of the evidence. (Sierra Club App. for Rehearing (Apr. 29, 2016) at 19).
- To the extent that the Order approved Rider RRS pursuant to R.C. 4928.143(B)(2)(i), it is unlawful and unreasonable because Rider RRS does not implement any jobs or economic development programs. (Sierra Club App. for Rehearing (Apr. 29, 2016) at 16-18).
- The Commission's Order is unlawful and unreasonable because it fails to apply the governing legal standards to demonstrate that Rider RRS is just and reasonable. (Sierra Club App. for Rehearing (Apr. 29, 2016) at 18).
- The Order is unlawful and unreasonable because the Commission held that Rider RRS would provide a net benefit to customers and be in the public interest even though: (i) FirstEnergy failed to satisfy its burden of proving that Rider RRS would provide a net benefit to customers; (ii) the Commission relied on forecasts and a projection that were unreliable, outdated, and already proven wrong; (iii) the Commission arbitrarily failed to give any weight to other projections in the record showing that customers would lose money under Rider RRS; and (iv) the Commission relied on a finding that Rider RRS would provide a net credit to customers of \$256 million that is unreasonable and against the manifest weight of the evidence. (Sierra Club App. for Rehearing (Apr. 29, 2016) at 20-36).
- The Order is unlawful and unreasonable because the Commission disregarded that FirstEnergy bears the burden of proof of demonstrating that Rider RRS is "just and reasonable," and that customers would, in fact, sufficiently benefit from Rider RRS. (Sierra Club App. for Rehearing (Apr. 29, 2016) at 36-42).
- The Order is unlawful and unreasonable because (i) there is no evidence, and the Commission made no finding, that customers would face any retail rate volatility in the absence of Rider RRS; (ii) FirstEnergy failed to meet its burden of demonstrating that Rider RRS would "have the effect of stabilizing or providing certainty regarding retail electric service," and (iii) the Commission's finding that Rider RRS would have such an effect is against the manifest weight of the evidence. (Sierra Club App. for Rehearing (Apr. 29, 2016) at 36-42).

- The Order is unlawful and unreasonable because the Commission approved the recovery of “legacy cost components” through Rider RRS, despite (i) FirstEnergy’s failure to carry its burden of demonstrating that recovery of such costs is just and reasonable; (ii) the Commission’s failure to review or evaluate the potential financial impact of its approval of FirstEnergy’s legacy cost components; and (iii) the Commission’s failure to address the deficiencies of this proposal, which were identified in briefing submitted by Sierra Club. (Sierra Club App. for Rehearing (Apr. 29, 2016) at 42-46).
- The Order is unlawful and unreasonable because the Commission credited Rider RRS with various benefits of continued operation of the Sammis and Davis-Besse plants even though: (i) there is no evidence in the record that the plants would shut down without Rider RRS; (ii) FirstEnergy’s own projections show that the plants would not shut down if Rider RRS were rejected, and (iii) FirstEnergy did not satisfy its burden of proving that the plants would shut down without Rider RRS. (Sierra Club App. for Rehearing (Apr. 29, 2016) at 46-50).
- The Order is unlawful and unreasonable in holding that ESP IV is more favorable than a market rate offer, as the Commission failed to find (i) any credible evidence that customers would receive a net benefit over the life of Rider RRS, and (ii) disregarded that FirstEnergy bears the burden of proving that the ESP is more favorable than market rate offer service. (Sierra Club App. for Rehearing (Apr. 29, 2016) at 50-52).
- In light of FERC’s recent ruling, the Commission should hold that no costs associated with the Affiliate PPA can be flown through to customers under Rider RRS until the Affiliate PPA is reviewed and approved by FERC. (OMAEG App. for Rehearing (May 2, 2016) at 8).
- The Commission erred in finding that the Stipulated ESP IV benefits ratepayers and is in the public interest, failing to rely on record evidence to support its finding in contravention to R.C. 4903.09. (OMAEG App. for Rehearing (May 2, 2016) at 12-15).
- The Commission erred in determining that Rider RRS functions as a limitation on customer shopping for retail electric generation service under R.C. 4928.143(B)(2)(d). (OMAEG App. for Rehearing (May 2, 2016) at 20-23).
- The Commission erred by unreasonably and unlawfully concluding that the Companies met their burden to demonstrate that Rider RRS will have the effect of stabilizing or providing certainty regarding retail electric generation service, as required by R.C. 4928.143(B)(2)(d). (OMAEG App. for Rehearing (May 2, 2016) at 23-26).
- The Commission erred in finding that Rider RRS is consistent with state policy given it operates as an ant-competitive subsidy that holds customers captive to an affiliate agreement subject to affiliate abuse. (OMAEG App. for Rehearing (May 2, 2016) at 26-30).

- The Commission erred in finding that Rider RRS is consistent with state policy as the affiliate agreement creates market deficiencies and market power in the wholesale market. (OMAEG App. for Rehearing (May 2, 2016) at 30-31).
- The Commission erred in approving Rider RRS and the recovery of legacy costs constituting transition revenues, or the equivalent thereof, in violation of R.C. 4928.38. (OMAEG App. for Rehearing (May 2, 2016) at 31-32).
- The Commission erred by failing to address the financial need of the affiliate plants subject to the Companies Affiliate PPA, as required by the established AEP Ohio ESP III Order factors. (OMAEG App. for Rehearing (May 2, 2016) at 40-42).
- The Commission erred in determining that the affiliate plants are necessary to maintain system reliability and support supply diversity. (OMAEG App. for Rehearing (May 2, 2016) at 42-47).
- The Commission erred in finding that the Stipulated ESP IV contributes or promotes economic development within the state of Ohio, as required by the established AEP Ohio ESP III Order factors. (OMAEG App. for Rehearing (May 2, 2016) at 47-51).
- The Commission erred in determining that the Stipulated ESP IV appropriately distributes risk between the Companies and its customers, as required by the established AEP Ohio ESP III Order factors. (OMAEG App. for Rehearing (May 2, 2016) at 51-54).
- The Commission erred in failing to clearly define its modification to Stipulated ESP IV directing the Companies to ensure that average customer bills do not increase for a period of two years. (OMAEG App. for Rehearing (May 2, 2016) at 70).
- The Commission's Order is unlawful because it failed to consider the effect of the non-bypassable Rider RRS on large-scale government aggregation as required by R.C. 4928.20(K). (NOPEC App. for Rehearing (May 2, 2016) at 3-6).
- The Commission erred in approving the severability provision of the Third Stipulation and Recommendation by not modifying it to require payments made under Rider RRS to be refunded in the event a court of competent jurisdiction invalidates the rider, like the Commission did in the Ohio Power Company PPA Opinion and Order. (NOPEC App. for Rehearing (May 2, 2016) at 6-7).
- Rider RRS is unlawful because it does not fall within any of the provisions enumerated under R.C. 4928.143(B) and the Commission's finding that Rider RRS provides stability and certainty is also unreasonable and against the manifest weight of the evidence. (NOPEC App. for Rehearing (May 2, 2016) at 10-15).
- The Commission erred by finding that Rider RRS, as part of the "Economic Stability Program," meets the requirements of an economic development program under R.C. 4928.143(B)(2)(i). (NOPEC App. for Rehearing (May 2, 2016) at 15-18).
- Rider RRS is unlawful because it requires customers to fund an unlawful, anti-competitive subsidy under R.C. 4928.02(H). (NOPEC App. for Rehearing (May 2, 2016) at 18-21).

- Rider RRS is unlawful because it permits the recovery of unlawful transition charges prohibited by R.C. 4928.38. (NOPEC App. for Rehearing (May 2, 2016) at 21-23).
- The Commission erred in finding that the Stipulated ESP IV provided a benefit to the public interest if Rider RRS would be a net charge to consumers over the eight-year ESP term. Additionally, it was unjust and unreasonable for the Commission to find that FirstEnergy consumers will receive a net credit from Rider RRS over the eight-year term of the ESP. (OCC/NOAC App. for Rehearing (May 2, 2016) at 8-20).²⁵
- The Commission's approval of Rider RRS is unreasonable and unlawful.²⁶ (OCC/NOAC App. for Rehearing (May 2, 2016) at 28-43).
- The Commission erred by unreasonably relying on FirstEnergy's Rider RRS projections and disregarding projections by intervenors opposing Rider RRS. (OCC/NOAC App. for Rehearing (May 2, 2016) at 49-50).
- The Commission unreasonably and unlawfully found that Rider RRS does not breach Ohio's policy to ensure effective competition and protect consumers from market power and market deficiencies. (OCC/NOAC App. for Rehearing at 45-47.)
- The Commission erred by modifying the Stipulated ESP IV implementing a *mechanism to limit the increase to average customers' bills caused by Rider RRS* during the first two years of the ESP in an unjust and unreasonable manner. (OCC/NOAC App. for Rehearing (May 2, 2016) at 54-55).
- The Commission erred by authorizing to defer expenses for future recovery under the mechanism it adopted to limit Rider RRS collections during year two of the ESP. (OCC/NOAC App. for Rehearing (May 2, 2016) at 56-57).
- The Commission erred by modifying the Stipulated ESP IV in a manner that allows FirstEnergy to retain PJM capacity performance bonus payments thereby creating an unjust and unreasonable incentive for the Companies not to offer the PPA units. (OCC/NOAC App. for Rehearing (May 2, 2016) at 57-59).
- The Commission erred by not modifying the Stipulated ESP IV to protect consumers from the onerous severability provision.²⁷ (OCC/NOAC App. for Rehearing (May 2, 2016) at 59-62).
- The Commission unreasonably and unlawfully considered the financial integrity of FirstEnergy's affiliate-owned plants as justification for approving the costly and unlawful PPA. (OCC/NOAC App. for Rehearing (May 2, 2016) at 69-70).
- The Commission's Order is unreasonable and should be modified so that charges under Rider RRS are subject to refund.²⁸ (OCC/NOAC App. for Rehearing (May 2, 2016) at 73-75).

²⁵ This includes all arguments raised under OCC/NOAC's Assignment of Error 4(a).

²⁶ This includes all arguments raised under OCC/NOAC's Assignment of Error 5(a).

²⁷ This includes all arguments raised under OCC/NOAC Assignment of Error 7(c), except for the arguments pertaining to the competitive bidding of low-income programs, which is addressed in this Fifth Entry on Rehearing.

- The Commission's Order is unlawful and unreasonable by failing to find that Rider RRS is authorized under R.C. 4928.143(B)(2)(d) because it relates to default service. (Co. App. for Rehearing (May 2, 2016) at 7-9).²⁹
- The Commission's Order is erroneous because it wrongly describes changes in the proposed PPA as having been the product of settlement negotiations relating to the ESP proceeding. (Co. App. for Rehearing (May 2, 2016) at 9-10).
- The Commission erred in finding that Rider RRS meets the criteria of R.C. 4928.143(B)(2)(d) for inclusion as a component of an ESP because Rider RRS is not a charge relating to a limitation on shopping. (CMSD App. for Rehearing (May 2, 2016) at 7-11).
- The Commission erred in finding that Rider RRS meets the criteria of R.C. 4928.143(B)(2)(d) for inclusion as a component of an ESP because the Rider RRS arrangement will not stabilize or provide certainty regarding retail electric service. (CMSD App. for Rehearing (May 2, 2016) at 11-17).
- The Commission erred in finding that Rider RRS meets the criteria of R.C. 4928.143(B)(2)(i) for inclusion as a component of an ESP because the Rider RRS arrangement is not an economic development program in any sense of that term, but is simply a charge imposed on distribution ratepayers to provide a guaranteed return to a single, specified provider of generation service. (CMSD App. for Rehearing (May 2, 2016) at 17-21).
- The Commission's refusal to address the federal preemption issue in its Order was unreasonable because the failure to this issue exposes FirstEnergy customers to significant financial risk. (CMSD App. for Rehearing (May 2, 2016) at 21-23).
- The Commission's authorization of Rider RRS is unlawful because the Federal Power Act preempts the Commission from implementing the Rider RRS arrangement. (CMSD App. for Rehearing (May 2, 2016) at 23-25).
- The Commission erred in approving the Third Supplemental Stipulation because the Rider RRS arrangement is contrary to both state and federal pro-competition policies, and is inconsistent with the state policy embodied in the Ohio Uniform Depository Act. (CMSD App. for Rehearing (May 2, 2016) at 26-28).
- Rider RRS is unreasonable and unlawful pursuant to R.C. 4905.22, because it will require Power4Schools to pay FES twice for electric generation. (Power4Schools App. for Rehearing (May 2, 2016) at 2-3).
- The Commission erred in finding that the Partial Stipulation does not violate regulatory principles or practices, as Rider RRS violates R.C. 4928.143(B)(2). (Power4Schools App. for Rehearing (May 2, 2016) at 4-5).

²⁸ It appears to the Commission that OCC/NOAC Assignments of Error 9 and 10 are in fact the same, so both assignments of error, in their entirety, are considered moot.

²⁹ Although the Companies sixth, seventh, and eighth assignments of error also pertain to Rider RRS, those assignments of error were granted in the First Entry on Rehearing in order to conduct the additional evidentiary hearing to discuss the merits of the Companies' Proposal and Rider DMR.

- The Commission erred in finding that the Partial Stipulation does not violate regulatory principles or practices, as Rider RRS cannot be considered an economic development program under R.C. 4928.143(B)(2)(i). (Power4Schools App. for Rehearing (May 2, 2016) at 5).
- The Commission erred in finding that the Partial Stipulation does not violate regulatory principles or practices, as the Order requires the Companies' distribution customers to subsidize FES' generation. (Power4Schools App. for Rehearing (May 2, 2016) at 8-9).
- The Commission erred in finding that the Partial Stipulation does not violate regulatory principles or practices, as Rider RRS unlawfully permits the Companies to collect additional transition costs or equivalent revenues from customers in violation of R.C. 4928.38. (Power4Schools App. for Rehearing (May 2, 2016) at 9-10).
- The Commission erred by finding that the Partial Stipulation benefits ratepayers and the public interest. (Power4Schools App. for Rehearing (May 2, 2016) at 10-11).
- The Order erroneously concluded that Rider RRS is not an "anticompetitive subsidy" inconsistent with R.C. 4928.02(H). (Environmental Advocates App. for Rehearing at 3-12).
- The Order erroneously approved Rider RRS as reasonable and consistent with R.C. 4928.02(A), despite the Companies' failure to solicit any alternative hedging offers or conduct any competitive procurement process to demonstrate that the underlying non-competitive affiliate deal will not result in unreasonable prices for customers. (Environmental Advocates App. for Rehearing at 12-16).

E. *General Denial of Assignments of Error Not Specifically Addressed in this Fifth Entry on Rehearing*

{¶ 379} As a final matter, any assignments of error raised by the Companies or the intervening parties in this proceeding that have not otherwise been addressed in this Fifth Entry on Rehearing are hereby denied.

V. ORDER

{¶ 380} It is, therefore,

{¶ 381} ORDERED, That the rulings of the attorney examiners are affirmed, as set forth herein. It is, further,

{¶ 382} ORDERED, That the Companies' motions to strike portions of the Rehearing briefs and Rehearing reply briefs of NOPEC, OHA, Sierra Club, IMM, and Direct Energy are granted, as set forth herein. It is, further,

{¶ 383} ORDERED, That the pending motions for protective order are granted, as set forth herein. It is, further,

{¶ 384} ORDERED, That the previously granted motions for protective order are extended, as set forth herein. It is, further,

{¶ 385} ORDERED, That the applications for rehearing filed by FirstEnergy, OCC/NOAC, NOPEC, RESA, OMAEG, and Environmental Advocates be denied in part and granted in part, as set forth herein. It is, further,

{¶ 386} ORDERED, That the applications for rehearing filed by CMSD, Power4Schools, Sierra Club, P3/EPSC, Dynegy, and MAREC be denied. It is, further,

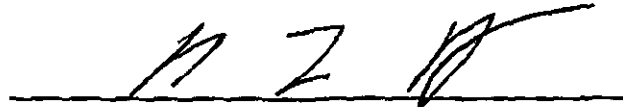
{¶ 387} ORDERED, That proposed Rider DMR be approved, as modified by the Commission. It is, further,

{¶ 388} ORDERED, That the Companies shall file proposed tariffs consistent with this Fifth Entry on Rehearing. It is, further,

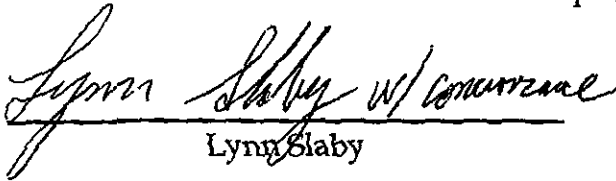
{¶ 389} ORDERED, That the Companies shall file tariffs withdrawing the existing Riders RRS and RCE. It is, further,

{¶ 390} ORDERED, That a copy of this Fifth Entry on Rehearing be served upon all parties of record.

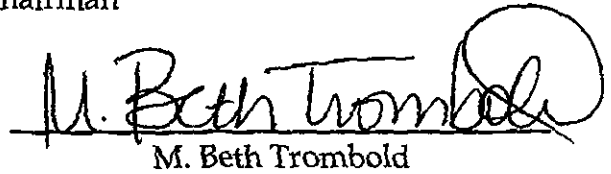
THE PUBLIC UTILITIES COMMISSION OF OHIO



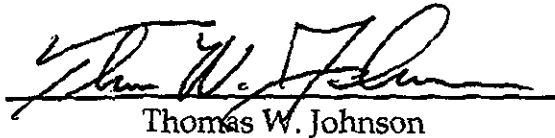
Asim Z. Haque, Chairman



Lynn Slaby



M. Beth Trombold



Thomas W. Johnson

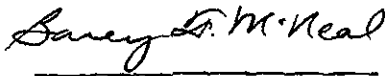


M. Howard Petricoff

GAP/MJA/vrm

Entered in the Journal

OCT 12 : OCT 12 2018

Barcy F. McNeal
Secretary

THE PUBLIC UTILITIES COMMISSION OF OHIO

IN THE MATTER OF THE APPLICATION OF
OHIO EDISON COMPANY, THE
CLEVELAND ELECTRIC ILLUMINATING
COMPANY, AND THE TOLEDO EDISON
COMPANY FOR AUTHORITY TO PROVIDE
FOR A STANDARD SERVICE OFFER
PURSUANT TO R.C. 4928.143 IN THE
FORM OF AN ELECTRIC SECURITY PLAN.

CASE NO. 14-1297-EL-SSO

CONCURRING OPINION OF CHAIRMAN ASIM Z. HAQUE

Entered in the Journal on October 12, 2016

{¶ 1} As this is a rather lengthy Entry, I will attempt, in plain language, to express what the Commission has decided in this case today.

I. WHAT WE DECIDED TODAY

{¶ 2} Today, the Commission rejects FirstEnergy's modified RRS, or "virtual PPA" proposal. FirstEnergy filed its virtual PPA proposal in response to a ruling by the Federal Energy Regulatory Commission (FERC) to effectively preclude the Companies from implementing the Commission's original PPA decisions made in March. FirstEnergy's original PPA proposal created a nexus between the operation of FirstEnergy's generation fleet in Ohio, and associated ratepayer dollars. While the variables/math associated with calculating the new virtual PPA mechanism are still tied to generation, the proposal is indeed "virtual," as the nexus to the operation of the generation fleet, and the associated benefits related to reliability, resource diversity, and economic development, no longer exist. As a result, the Commission has rejected FirstEnergy's virtual PPA request, and is adopting a distribution-based mechanism created by the Commission Staff and embodied in the newly created Distribution Modernization Rider (DMR).

{¶ 3} The DMR's primary purpose is to ensure that FirstEnergy retains a certain level of financial health and creditworthiness so that it can invest in future distribution

modernization endeavors. As a result of the original stipulation settlement in this case, FirstEnergy was ordered to file a grid modernization plan with the Commission. It has, in fact, already done so. I have said on a number of occasions now, in a number of different venues, that the Commission intends on having a very robust conversation about the future of the grid and the electric industry. The Commission will evaluate FirstEnergy's grid modernization plan after having that public conversation. It will then order the Companies to implement certain endeavors to advance the electric industry in their footprint for the betterment of their consumers and businesses. FirstEnergy will then be able to recover for those endeavors under a traditional regulatory paradigm through the Rider Advanced Metering Infrastructure (AMI).

{¶ 4} This is undoubtedly unconventional. Typical public utility regulation functions to provide utilities with recovery and a return for expenditures made in constructing/maintaining service. Rider DMR, however, will serve to provide FirstEnergy with an infusion of capital so that it will be healthy enough to make these modernization investments when called upon. After this initial infusion, again, Rider AMI will function as the corresponding traditional regulatory mechanism, providing a return for monies expended to construct/maintain service.

{¶ 5} I am reluctant to throw darts and tie DMR recovery to certain grid modernization endeavors without having the full and public conversation that I want to have, and thus, Rider DMR may feel a bit premature. However, this case is before us today, and now. I do not want to find ourselves in a position where we have developed a trajectory for the future of the electric industry, only to be thwarted in the FirstEnergy footprint due to a lack of available funds, or an exorbitant price tag resulting from the parent company's lack of creditworthiness and corresponding difficulty in raising front-end capital. As a condition to receiving revenues under Rider DMR, FirstEnergy must comply with what the Commission orders in its grid modernization filing (in tandem with

maintaining FirstEnergy Corp.'s headquarters in Akron and not selling the company). This is both a "carrot" and "stick" approach.

II. HOW DID WE GET HERE?

{¶ 6} This is a very fair question. It is clear based upon the record of the case, in tandem with FirstEnergy's roughly \$4.5 billion request from the Commission, that FirstEnergy is presently experiencing financial challenges. Parties in the case have expressed that these challenges are self-created, while FirstEnergy maintains that wholesale markets are the driver for their hardship. FirstEnergy, however, is not the only utility nationally that is invested in either coal-fired or nuclear generation in a restructured state. That is, their wholesale market difficulties are not unique to them.

{¶ 7} If FirstEnergy truly needs \$4.5 billion dollars to achieve full financial health, then the Commission decision today falls well short of that expressed need. The Commission does not intend to be, nor will it be, nor should it be the entire solution for FirstEnergy's current financial difficulty. In fact, we calculated Rider DMR to account for Ohio's share (22%) of FirstEnergy Corp.'s credit issues. The Commission is an economic regulator. It is not a bank. It is not a trust fund. We authorize rates and charges that come directly from the pockets of consumers and businesses in this state. We have no rainy day fund to dip into.

{¶ 8} I do, however, want our regulated utilities to be healthy so that they can invest in bettering the delivery of services to consumers and businesses in the State of Ohio. Again, Rider DMR is meant to assist FirstEnergy in deploying the grid of the future while simultaneously providing it with a boost to improve its credit rating and financial health. Our regulated utilities also bear the responsibility to make tough decisions to improve their own financial health. I speak not only of FirstEnergy, but all of our regulated utilities. Today, in this case, we have attempted to create an appropriate balance.

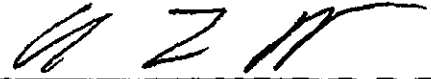
{¶ 9} FirstEnergy requested that the Commission grant Rider DMR in the amount of \$558 million per year for 8 years. This equates to a roughly \$4.5 billion price tag, which does not include the additional revenue that FirstEnergy requested based upon its valuation of its positive economic impact to Akron. The Commission today authorizes FirstEnergy to recover Rider DMR in the amount of \$132.5 million per year to be grossed up for federal taxes (~\$204 million assuming current tax rate) for three years. Not only is the Commission decision today comparatively far better than FirstEnergy's as to cost, but, as discussed above, we expect this capital infusion will eventually result in grid modernization endeavors that will better the lives of consumers and businesses in the FirstEnergy footprint for decades to come.

III. PRECEDENTIAL VALUE

{¶ 10} I am not terribly concerned that we are setting dangerous precedent in this case by providing recovery based mathematically upon the financial condition of a utility. Other state public utility commissions have dealt with similar scenarios (California/PG&E - Texas/Oncor - New Hampshire/Public Service), and this Commission monitored closely the financial health of Columbia Gas of Ohio in the early to mid 90's. Each of our electric utilities has, though, expressed its intent to operate within a fully regulated paradigm. Regardless of how the utilities get to a fully regulated world, this should result in more steady earnings and de-risking of their books.

{¶ 11} Going forward, in the event that the Commission sees our regulated distribution utilities suffer as a result of actions from parent companies or affiliates, the Commission should very seriously consider ring-fencing the distribution utilities to protect the State. That is, our regulated distribution utilities should not be utilized to subsidize market difficulties, risky behavior, etc. associated with parent and affiliate companies. Electricity is an essential good with a captive customer base. Our regulated distribution utilities get a regulated rate of return for everything that they do. There is no reason why these regulated distribution utilities should ever be in a position of true

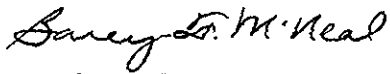
financial harm whereby they can't make necessary investments to better the delivery of power and innovate. The Commission will closely monitor this going forward.



Asim Z. Haque

/vrm

Entered in the Journal



Barcy F. McNeal
Secretary

THE PUBLIC UTILITIES COMMISSION OF OHIO

IN THE MATTER OF THE APPLICATION OF
OHIO EDISON COMPANY, THE
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CASE NO. 14-1297-EL-SSO

CONCURRING OPINION OF COMMISSIONER LYNN SLABY

Entered in the Journal on October 12, 2016

{¶ 1} I concur but write separately,

{¶ 2} The purpose of Rider DMR is to provide a distribution modernization incentive for the Companies. We acknowledge and stress that the Companies need to be able to obtain capital for needed investments at the lowest possible costs. The concern being that if the Companies are faced with an investment downgrade, they would not be able to raise the capital for investing in their distribution system.

{¶ 3} I place a significant value on the economic impact on the Companies' headquarters remaining in Akron. The loss of a company of this size would have a significant economic impact on both the local area and the entire northern portion of the State of Ohio. Unfortunately, Akron, as well as other cities in Ohio, has seen the negative economic impact of a loss of a major company. I have lived through the loss of numerous rubber companies moving out of the Akron area. We projected at that time that for every job lost in manufacturing, three to five support jobs were lost. This meant that there was a substantial loss of small businesses, in addition to large companies, that could no longer be supported. Therefore, unemployment went up and population declined. At least one expert in this case testified that the total economic impact associated with the headquarters is \$568 million each year. Aside from this monetary impact, the Companies employ about 1,360 individuals, supporting 2,047 additional jobs. All of this amounts to an approximate direct and indirect support of 3,407 jobs.

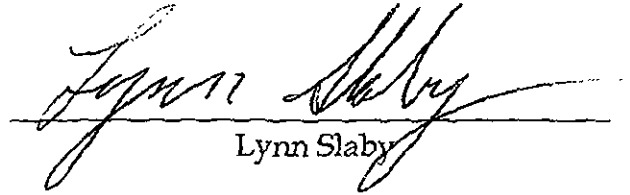
{¶ 4} The issue in this case is unique to the Public Utilities Commission. We have the responsibility to assure the people of Ohio have safe, reliable, electric service at an affordable price. This requires us to make every effort to balance the pressures of providing sufficient revenues to the Companies, while keeping the cost to all classes of customers at a minimum.

{¶ 5} The uniqueness of this case is that the testimony from numerous parties presented almost an insurmountable amount of expert testimony. The Staff has chosen to use the cash flow from operations (CFO), pre working capital, to debt ratio to arrive at an appropriate figure. Many other methodologies could have been used. In order not to be downgraded, Moody's originally indicated it would take a range between 14 and 15 percent. The Staff chose to use 14.5 percent as a compromise. Moody's later adjusted that percentage to 14 to 16 percent. It is not clear from the record why Moody's adjusted their CFO/debt ratio. I, therefore, am concerned that not adjusting Staff's recommendation up to 15 percent may place the company in jeopardy of being downgraded.

{¶ 6} There is another step in deciding an appropriate number to use. We have to examine the impact any rate adjustment would have on all classes of customers. Here again experts have differed. We must be cognizant that high utility rates could have a significant impact of whether or not they stay in business. Small to medium size businesses may be the incubators for job growth. Therefore, we have to be aware of the precarious balance that is needed between the residential consumer, as well as the needs of big and small business enterprises. In the event the cost of doing business in a given area becomes too high because of utility rates, businesses will not be able to survive. Likewise, there would be a disincentive to locate in the area.

{¶ 7} The majority has used the CFO/debt ratio as the appropriate methodology to determine the sum needed to prevent an investment downgrade from happening. I would have rather used at least 15 percent for the computation. However, because utilizing 15

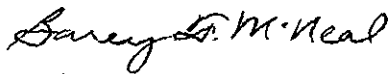
percent would not have resulted in a drastic difference, and because I agree with the core tenents and purpose of Rider DMR, I will reluctantly concur.


Lynn Slaby

/vrm

Entered in the Journal

OCT 12 2016


Barcy F. McNeal

Barcy F. McNeal
Secretary

ATTACHMENT C

income funding from the quantitative analysis (NOPEC App. for Rehearing (May 2, 2016) at 35; OMAEG App. for Rehearing (May 2, 2016) at 67; Order at 113, 119.)

{¶ 345} In its memorandum contra, FirstEnergy contends that the Commission was correct to treat Rider DCR as a “wash” for purposes of the ESP versus MRO test, notably because these distribution-related capital costs would also be recoverable under an MRO through a base distribution rate case and there is no quantifiable cost associated with this provision in the Stipulated ESP IV (Order at 119; Co. Ex. 50 at 7; Tr. Vol. XX at 3929). Along those same lines, the Companies contend that Rider GDR was appropriately removed from consideration for the purposes of this test as there are no recoverable amounts yet projected for this rider (Order at 93). The Companies further argue that funding commitments have been recognized in prior ESPs before the Commission and FirstEnergy witness Mikkelsen thoroughly explained that these commitments were made specifically as part of Stipulated ESP IV and would not exist otherwise. *FirstEnergy ESP III* Order at 48-56; *FirstEnergy ESP II* Order at 45. (Tr. Vol. XXXVI at 7735-36.)

c. Qualitative Factors.

{¶ 346} Moreover, Staff, FirstEnergy, and MSC note that, in the event the Commission were to determine that Rider DMR would not result “as a wash,” Rider DMR, when combined with the already-approved portions of the Stipulated ESP IV that provide a base rate freeze, rate options, energy efficiency, and resource diversity, is still preferable to the MRO on a qualitative basis, emphasizing once again the importance of grid modernization for the state of Ohio (Co. Ex. 206 at 20-21). Further, FirstEnergy notes that Rider DMR would enhance the qualitative benefits of *ESP IV* by advancing Ohio policy by encouraging smart grid programs and infrastructure, as well as distributed generation (Co. Ex. 14 at 4; Rehearing Tr. Vol. II at 464; Rehearing Tr. Vol. IV at 844-45). FirstEnergy also adds that the Companies will face considerable harm in the event their investment grade rating status is lost (Co. Ex. 206 at 6-8; Staff Ex. 13 at 5-6).

{¶ 347} Although Staff witness Turkenton testified that the qualitative benefits provided in the Order would still exist under Rider DMR, in addition to grid modernization and increasing diversity of supply and suppliers, OMAEG, Sierra Club, OHA, OEC/EDF, and NOPEC once again assert that there are no real commitments that the revenues received under Rider DMR are to be used for distribution grid modernization. OMAEG adds that Staff witness Choueiki even acknowledged that Rider DMR was created in order to provide necessary credit support to the FirstEnergy Corp. and the Companies, instead of grid modernization. Further, OMAEG and NOPEC also contend that Staff's purported qualitative benefit of diversity of suppliers and supplies is also largely overstated, noting that Rider DMR may actually deter other generation suppliers from entering the market upon seeing the competitive advantage provided to FirstEnergy Corp. and its subsidiaries. (OMAEG Ex. 39 at 7-8; Rehearing Tr. Vol. III at 584, 702-03, 957-58; Rehearing Tr. Vol. IV at 960, 1001.) OCC notes that there was a considerable failure on behalf of Staff to provide evidence that ratepayers will actually experience these qualitative benefits, such that the Commission would violate R.C. 4903.09 in the event that Rider DMR is approved. Sierra Club also notes that even if these purported qualitative benefits existed under Rider DMR, they would not outweigh the considerable cost of approving the rider.

{¶ 348} CMSD also notes that Staff and the Companies failed to establish that Rider DMR is of "equivalent value" to the original Rider RRS arrangement approved by the Commission, thus, failing to satisfy the severability provision found in the Third Supplemental Stipulation. Specifically, CMSD and OHA point out that the proposed Rider DMR does not attempt to replace the retail rate stability benefits, resource diversity benefits, and avoidance of negative economic impacts that Staff relied upon when approving Rider RRS. Further, CMSD argues that approving Rider DMR would jeopardize FirstEnergy's commitment for a distribution rate freeze over the course of ESP IV, as the charges under Rider DMR would be considered a distribution-related rate.

Thus, CMSD contends that the qualitative benefits associated with Rider DMR are extremely limited when compared to the Companies' Proposal.

{¶ 349} FirstEnergy initially notes that many of the intervenors' arguments are premised on the basis that Rider DMR is either qualitatively inferior to the original Rider RRS mechanism or the Companies' Proposal or lacks sufficient qualitative benefits to warrant approval. FirstEnergy notes that these arguments make no mention of a comparative result under an MRO, which is the actual test to be utilized by the Commission. Furthermore, the Companies claim that all of the qualitative benefits the Commission relied on in its Order to determine the ESP was, in fact, more favorable than an MRO, which includes the base distribution rate freeze, still apply to the Stipulated ESP IV incorporating Rider DMR.¹⁹ (Order at 119-120). Without unnecessarily duplicating its earlier arguments in response to intervenors claiming that there was no real commitment by the Companies to invest in grid modernization, FirstEnergy simply notes that the revenues received under Rider DMR will provide credit support to enable the Companies to maintain investment grade ratings and access the necessary capital required to engage in their grid modernization initiative over the term of Stipulated ESP IV. As such, the Companies assert that the ability to maintain their investment grade ratings is certainly a qualitative benefit of Rider DMR, adding that a quantitative analysis of such a benefit would be nearly impossible to calculate. (Co. Ex. 206 at 5-8; Staff Ex. 13 at 5-6; Rehearing Tr. Vol. X at 1627-28.)

{¶ 350} Additionally, FirstEnergy asserts that several other qualitative benefits still exist under the Stipulated ESP IV, including, but not limited to: base distribution rate freeze and the resulting rate stability; supplier web portal and proposed changes to the supplier tariffs and electric service regulations, which will support retail competition by removing barriers; continuation of Rider ELR and the associated economic development,

¹⁹ These benefits include the base rate freeze, various rate options, the CO₂ emission reductions, energy efficiency programs, grid modernization, a potential SFV rate design, and resource diversity through battery technology and renewable resources.

job retention, and system reliability benefits with that rider; support of the competitive retail market; continuation of the Automaker credits, which encourages economic development and increased production in this state; a slower phase-out of Rider EDR(d); continuation of a TOD pricing option under Rider GEN, providing customers more opportunities to learn about time-differentiated pricing; Rider NMB pilot program, allowing customers the opportunity to better align costs with actual cost causation; commercial HLF/TOU rate, which will allow customers to reduce costs and learn about time-of-use rates; business case filing for grid modernization initiatives; environmental efficiency efforts and resource diversification commitments; and a commitment to file a future application to transition to decoupled residential base distribution rates (Co. Ex. 8 at 11-12; Co. Ex. 50 at 9; Co. Ex. 154 at 9-18; Co. Ex. 155 at 5, 11-13; Tr. Vol. II at 244, 274; Tr. Vol. III at 622-23; Tr. Vol. XX at 3901, 3940).

2. COMMISSION DECISION

{¶ 351} The Commission finds that *ESP IV*, as modified by this Fifth Entry on Rehearing, is more favorable in the aggregate than the expected results of an MRO under R.C. 4928.142. The Supreme Court of Ohio has held that R.C. 4928.143(C)(1) “does not bind the commission to a strict price comparison. On the contrary, in evaluating the favorability of a plan, the statute instructs the commission to consider ‘pricing and all other terms and conditions’” (emphasis in the original). *CSP I* at ¶ 27 (quoting R.C. 4928.143(C)(1)). *Accord In re Application of Ohio Edison Co.*, Slip Opinion 2016-Ohio-3021 at ¶ 22.

{¶ 352} Under modified *ESP IV*, generation rates to be charged to SSO customers will continue to be established through a CBP; therefore, generation rates in the modified *ESP IV* should be equivalent to the results which would be obtained under R.C. 4928.142. Further, the record demonstrates that there are quantitative and qualitative benefits contained in modified *ESP IV* that make modified *ESP IV* more favorable in the aggregate than the expected results under 4928.142. These benefits, which further the policy

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**IN THE MATTER OF THE APPLICATION OF
OHIO EDISON COMPANY, THE
CLEVELAND ELECTRIC ILLUMINATING
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OF AN ELECTRIC SECURITY PLAN.**

CASE No. 14-1297-EL-SSO

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Entered into the Journal on August 16, 2017

I. SUMMARY

{¶ 1} On rehearing, the Commission finds that the application for rehearing of the Commission's Fifth Entry on Rehearing filed by FirstEnergy, be denied in part and granted in part, and the applications for rehearing of the Commission's Fifth Entry on Rehearing filed by Sierra Club, CMSD, Nucor, OEG, IGS, NOPEC, Environmental Advocates, OMAEG, P3/EPSC, and OCC/NOAC be denied.

II. PROCEDURAL HISTORY AND APPLICABLE LAW

A. *Procedural History*

{¶ 2} Ohio Edison Company (Ohio Edison), The Cleveland Electric Illuminating Company (Cleveland Electric Illuminating), and The Toledo Edison Company (Toledo Edison) (collectively, FirstEnergy or the Companies) are electric distribution utilities as defined in R.C. 4928.01(A)(6) and public utilities as defined in R.C. 4905.02 and, as such, are subject to the jurisdiction of this Commission.

{¶ 3} R.C. 4928.141 provides that an electric distribution utility shall provide customers within its certified territory a standard service offer (SSO) of all competitive retail electric services necessary to maintain essential electric services to customers, including firm supply of electric generation services. The SSO may be either a market rate offer (MRO) in accordance with R.C. 4928.142 or an electric security plan (ESP) in accordance with R.C. 4928.143.

{¶ 4} On August 4, 2014, FirstEnergy filed an application pursuant to R.C. 4928.141 to provide for an SSO to provide generation pricing for the period of June 1, 2016, through May 31, 2019. The application was for an ESP, in accordance with R.C. 4928.143 (ESP IV).

{¶ 5} On March 31, 2016, the Commission issued its Opinion and Order in *ESP IV*, approving FirstEnergy's application and stipulations¹ with several modifications (Order or *ESP IV* Opinion and Order). As part of that *ESP IV* Opinion and Order, we approved a modified version of FirstEnergy's original proposal for a retail rate stability rider (Rider RRS).

{¶ 6} On April 27, 2016, the Federal Energy Regulatory Commission (FERC) issued an order granting a complaint filed by the Electric Power Supply Association (EPSA), the Retail Energy Supply Association (RESA), Dynegy, Inc. (Dynegy), Eastern Generation, LLC, NRG Power Marketing LLC, and GenOn Energy Management, LLC, and rescinding a waiver of its affiliate power sales restrictions previously granted to FirstEnergy Solutions Corporation (FES). 155 FERC ¶ 61,101 (2016) (FERC Order).

{¶ 7} On April 29, 2016, FirstEnergy filed a motion for an extension of time to file its tariffs in this proceeding in order to fully consider the FERC Order and its impact on the Companies' tariffs to be filed pursuant to the *ESP IV* Opinion and Order.

{¶ 8} The attorney examiner granted FirstEnergy's request by Entry issued April 29, 2016. By Entry issued May 10, 2016, the attorney examiner directed the Companies to file their proposed tariffs, consistent with the *ESP IV* Opinion and Order, by May 13, 2016, noting such tariffs would be effective June 1, 2016, subject to Commission review and approval.

{¶ 9} On May 13, 2016, FirstEnergy filed proposed tariffs in Case Nos. 14-1297-EL-SSO and 16-541-EL-RDR. Staff filed its review and recommendations regarding the Companies' proposed tariff filing on May 20, 2016, concluding that it was consistent with the *ESP IV* Opinion and Order. Thereafter, by Finding and Order issued May 25, 2016 (Tariff Finding and Order), the Commission found that, in accordance with Staff's review and recommendations, the Companies' proposed tariff filing was consistent with the *ESP IV*

¹ The applications and stipulations will collectively be referred to as "Stipulations" or "Stipulated *ESP IV*."

Opinion and Order, did not appear to be unjust or unreasonable, and, therefore, was approved for rates effective June 1, 2016.

{¶ 10} R.C. 4903.10 states that any party who has entered an appearance in a Commission proceeding may apply for rehearing with respect to any matters determined in that proceeding, by filing an application within 30 days after the entry of the order upon the journal of the Commission.

{¶ 11} On April 29, 2016, applications for rehearing regarding the ESP IV Opinion and Order were filed by the following parties: Sierra Club; Dynegy; the PJM Power Providers Group and EPSA (collectively, P3/EPSA); and RESA.

{¶ 12} Thereafter, on May 2, 2016, applications for rehearing regarding the ESP IV Opinion and Order were filed by the following parties in this proceeding: FirstEnergy; Mid-Atlantic Renewable Energy Coalition (MAREC); Cleveland Municipal School District (CMSD); The Ohio Schools Council, Ohio School Boards Association, Buckeye Association of School Administrators; and Ohio Association of School Business Officials, dba Power4Schools (Power4Schools); Northeast Ohio Public Energy Council (NOPEC); Environmental Law and Policy Center (ELPC), Ohio Environmental Council (OEC), and Environmental Defense Fund (EDF) (collectively, Environmental Advocates); the Ohio Manufacturers' Association Energy Group (OMAEG); and the Ohio Consumers' Counsel and Northwest Ohio Aggregation Coalition (collectively, OCC/NOAC).

{¶ 13} In its application for rehearing, and as a recommended solution to three of its proffered assignments of error, FirstEnergy proposed a modified calculation for Rider RRS as approved in the Order (Companies' Proposal or Proposal).² Additionally, FirstEnergy

² Of the eight assignments of error alleged by FirstEnergy in its May 2, 2016 application for rehearing, the following assignments of error would be rendered moot in the event its proposed modifications to Rider RRS are approved: " 6. The Order is unreasonable because it requires the Companies to bear the burden for any capacity performance penalties."; "7. The Order is unreasonable because the Commission prohibited cost

recommended an expedited procedural schedule in order for the Commission to consider the proposed modifications to Rider RRS.

{¶ 14} Thereafter, by Entry on Rehearing issued May 11, 2016 (First Entry on Rehearing), the Commission granted the sixth, seventh, and eighth assignments of error stated in the Companies' application for rehearing in order to hold a hearing with respect to the proposed modifications to Rider RRS. Additionally, the Commission granted the applications for rehearing filed by the Companies, Sierra Club, P3/EPSCo, Dynegy, RESA, MAREC, CMSD, Power4Schools, NOPEC, Environmental Advocates, OMAEG, and OCC/NOAC in order to allow further consideration of the matters specified in those applications for rehearing. The Commission stated in its First Entry on Rehearing that, "because of the number and complexity of the assignments of error raised in the applications for rehearing, as well as the potential for further evidentiary hearings in this matter," it found it appropriate to grant rehearing before receiving memoranda contra in order to allow parties the opportunity to begin discovery in anticipation of potential future hearings.

{¶ 15} On May 12, 2016, memoranda contra applications for rehearing were filed by FirstEnergy, Sierra Club, P3/EPSCo, CMSD, NOPEC, Environmental Advocates, OMAEG, OCC/NOAC, Nucor Steel Marion (Nucor), Industrial Energy Users-Ohio (IEU-Ohio), Interstate Gas Supply, Inc. (IGS Energy), and Ohio Energy Group (OEG).

{¶ 16} On May 31, 2016, OCC/NOAC filed a second application for rehearing, regarding the Tariff Finding and Order, asserting that the Commission had unreasonably found the tariff rates filed by FirstEnergy to be consistent with the *ESP IV* Opinion and Order

recovery for Plant outages greater than 90 days."; and "8. The Order is unreasonable because it does not reflect the ruling by the Federal Energy Regulatory Commission Order issued on April 27, 2016 in Docket Number EL16-34-000." We will refer to the mechanism in the Companies' Proposal as the modified Rider RRS.

as the tariff rates failed to implement Rider RRS as approved and ignored other Commission modifications as described in the *ESP IV* Opinion and Order.

{¶ 17} Additionally, on June 24, 2016, RESA filed its second application for rehearing, asserting the Tariff Finding and Order was unjust and unreasonable as the Commission erred in adopting the Companies' Economic Load Response Program Rider (Rider ELR) tariff containing a limitation requiring shopping customers to use consolidated billing, which was inconsistent with the *ESP IV* Opinion and Order and unduly discriminates against customers using dual billing. OMAEG also filed a second application for rehearing on June 24, 2016, regarding the Tariff Finding and Order. On July 5, 2016, FirstEnergy filed memoranda contra RESA and OMAEG's second applications for rehearing.

{¶ 18} On June 29, 2016, the Commission issued an Entry on Rehearing (Second Entry on Rehearing) in which it granted rehearing for further consideration of the matters specified in the applications for rehearing filed by OCC/NOAC and RESA on May 31, 2016, and June 24, 2016, respectively.

{¶ 19} On June 10, 2016, OCC/NOAC filed their third application for rehearing in this proceeding, presenting three assignments of error regarding the First Entry on Rehearing.

{¶ 20} On June 3, 2016, the attorney examiner issued an Entry establishing a procedural schedule for an additional hearing in this matter. The evidentiary hearing was scheduled to begin on July 11, 2016, the scope of which was limited to the provisions of, and alternatives to, the Companies' Proposal. The Entry indicated "[n]o further testimony will be allowed regarding other assignments of error raised by parties." Subsequent to that Entry, Staff submitted testimony on June 29, 2016, in preparation of the hearing, in which it recommended implementing a distribution modernization rider (Rider DMR) as an alternative proposal to the Companies' Proposal.

{¶ 21} On June 8, 2016, P3/EPSC, OCC/NOAC, and OMAEG filed requests for certification and applications for review of interlocutory appeals of the June 3, 2016, Entry. IEU-Ohio and FirstEnergy filed memoranda contra the requests for certification and applications for review of interlocutory appeals. By Entry issued June 30, 2016, the attorney examiner granted P3/EPSC, OCC/NOAC, and OMAEG's requests for certification, certifying their applications for interlocutory appeals for the Commission's review.

{¶ 22} On July 6, 2016, the Commission issued an Entry on Rehearing (Third Entry on Rehearing), in which it denied the applications for interlocutory appeal filed on June 8, 2016, specifically noting that the June 3, 2016 Entry was consistent with all Commission rules and applicable Commission and Supreme Court of Ohio precedent. *Ohio Consumers' Counsel v. Pub. Util. Comm.*, 111 Ohio St.3d 300, 2006-Ohio-5789, 856 N.E.2d 213 (CG&E Case). Third Entry on Rehearing at 9-12. Additionally, the Commission denied the applications for rehearing filed by OCC/NOAC on May 31, 2016, and June 10, 2016. Third Entry on Rehearing at 14-16, 19. The Commission also denied rehearing on the assignments of error raised in OMAEG's June 24, 2016, application for rehearing, noting that they merely repeated arguments raised by OCC/NOAC in their May 31, 2016, application for rehearing. Third Entry on Rehearing at 20. The Commission also indicated that, although it granted rehearing prior to the filing of memoranda contra on May 12, 2016, in order to provide parties sufficient time for discovery, it would "thoroughly consider all arguments raised in the memoranda contra in the ultimate disposition of the applications for rehearing." Third Entry on Rehearing at 19.

{¶ 23} The additional evidentiary hearing began, as scheduled, on July 11, 2016, and concluded on August 1, 2016 (Rehearing). During Rehearing testimony, 19 witnesses, including witnesses from FirstEnergy and Staff, presented testimony regarding the Companies' Proposal and Rider DMR.

{¶ 24} On August 5, 2016, P3/EPSC filed an application for rehearing, asserting that the Commission's Third Entry on Rehearing was unreasonable and unlawful. Specifically,

P3/EP SA argue that the Commission erred to find that: FirstEnergy's application for rehearing was comprised of three parts; the Companies' sixth, seventh, and eighth assignments of error provided sufficient detail on which grounds the Companies claim that the *ESP IV* Opinion and Order was unreasonable and unlawful; and the Commission has jurisdiction to consider the Companies' Proposal, pursuant to R.C. 4903.10. FirstEnergy filed a memorandum contra P3/EP SA's application for rehearing on August 15, 2016, stating that these arguments were sufficiently addressed in the Third Entry on Rehearing and no new facts or circumstances warranted additional review of these arguments by the Commission.

{¶ 25} On August 31, 2016, the Commission issued an Entry on Rehearing (Fourth Entry on Rehearing), in which we granted rehearing for further consideration of the matters specified in the applications for rehearing filed by P3/EP SA.

{¶ 26} On September 6, 2016, OCC/NOAC gave notice to the Commission that they were appealing several decisions issued in this proceeding, including the Tariff Finding and Order, the attorney examiner's Entry issued on June 3, 2016, and the Commission's Third Entry on Rehearing issued on July 6, 2016.

{¶ 27} On October 12, 2016, the Commission issued its Fifth Entry on Rehearing in this proceeding (Fifth Entry on Rehearing), rejecting the Companies' proposal to modify Rider RRS and adopting Staff's alternative proposal to establish Rider DMR. The Commission also elected to make additional modifications to the Stipulations, as approved in the Opinion and Order, as well as denied several pending applications for rehearing.

{¶ 28} On November 11, 2016, Sierra Club filed an application for rehearing of the Fifth Entry on Rehearing.

{¶ 29} Thereafter, on November 14, 2016, applications for rehearing of the Fifth Entry on Rehearing were filed by the following parties in this proceeding: FirstEnergy; CMSD; Nucor; OEG; IGS; NOPEC; Environmental Advocates; OMAEG; P3/EP SA; and OCC/NOAC.

{¶ 30} FirstEnergy, OCC/NOAC, NOPEC, Environmental Advocates, Sierra Club, OMAEG, CMSD, and IEU-Ohio filed memoranda contra the applications for rehearing on November 25, 2016.

{¶ 31} On December 7, 2016, the Commission granted the applications for rehearing filed on November 11, 2016, and November 14, 2016, in this proceeding, in order to allow further consideration of the issues raised in the applications for rehearing (Sixth Entry on Rehearing).³

B. *Applicable Law*

{¶ 32} R.C. Chapter 4928 provides an integrated system of regulation in which specific provisions were designed to advance state policies of ensuring access to adequate, reliable, and reasonably priced electric service in the context of significant economic and environmental challenges. In considering these cases, the Commission is cognizant of the challenges facing Ohioans and the electric power industry and is guided by the policies of the state as established by the General Assembly in R.C. 4928.02, as amended by Am.Sub.S.B. 221 (S.B. 221).

{¶ 33} In addition, S.B. 221 amended R.C. 4928.141, which provides that, beginning January 1, 2009, electric utilities must provide customers with an SSO, consisting of either a MRO or an ESP. The SSO is to serve as the electric utility's default service. R.C. 4928.143 sets forth the requirements for an ESP. Additionally, R.C. 4928.143(C)(1) provides that the Commission is required to determine whether the ESP, as modified by the Commission, including its pricing and all other terms and conditions, including deferrals and future recovery of the same, is more favorable in the aggregate as compared to the expected results that would otherwise apply under R.C. 4928.142.

³ On January 6, 2017, OCC filed an application for rehearing of the Sixth Entry on Rehearing, which was later denied in its entirety by the Commission on February 1, 2017 (Seventh Entry on Rehearing).

III. DISCUSSION

A. *Jurisdiction to Consider Companies' Proposal and Rider DMR*

[¶ 34] Sierra Club, OMAEG, and P3/EP SA argue that the Commission lacks jurisdiction to consider Rider DMR as an alternative proposal because it is not a proper issue for rehearing under R.C. 4903.10.⁴ Sierra Club and OMAEG initially contend that rehearing is not the proper mechanism for evaluating and approving an entirely new rider proposal that has no connection to the issues that were the subject of the Commission's Opinion and Order in this proceeding. Rather, as Sierra Club and P3/EP SA allege, R.C. 4903.10 limits parties to only challenging and seeking reconsideration of matters that the Commission "determined in the proceeding." P3/EP SA adds that Rider DMR violates the statute as it is not a "matter specified in such application." Furthermore, Sierra Club asserts there was no reason that Staff or the Companies could not have proposed a credit support rider like Rider DMR before the Commission issued its Opinion and Order, thus violating R.C. 4903.10(B). OMAEG also alleges that the parties experienced prejudice, at a minimum, by the expenditure of additional time and resources. Sierra Club adds that this proceeding is far different from the *CG&E Case*, noting nothing in that case provided the Commission the opportunity to evaluate and approve a brand new rider proposal that has no connection to the issues that were debated during the original hearing.

[¶ 35] FirstEnergy responds by stating the Commission's consideration of Rider DMR is not barred by R.C. 4903.10, as the Commission has previously found, further noting that the Companies are under no burden to anticipate unprecedented actions by the FERC when preparing for an evidentiary hearing and the intervenors have provided no evidence supporting the fact that the FERC Order was foreseeable (Third Entry on Rehearing at 10, 19; Rehearing Tr. Vol. I at 43). FirstEnergy notes that Sierra Club and P3/EP SA have also

⁴ OMAEG's assignment of error questions the jurisdiction of the Commission to consider the Companies' Proposal, and any alternatives thereto, on rehearing. We will only discuss the argument as it pertains to Rider DMR. To the extent the assignment of error is limited to Modified Rider RRS, we will deny rehearing.

misinterpreted the plain language of the statute. The Companies argue that the statute's first step requires a party to "apply for a rehearing in respect to any matters determined in the proceeding," which FirstEnergy asserts it appropriately did when raising its sixth, seventh, and eighth assignments of error in its May 2, 2016, application for rehearing. FirstEnergy then contends that it was within the Commission's discretion to hold rehearing on those matters and limit the scope of such rehearing. The Companies further assert that the Commission was not restricted to solely making changes to Rider RRS; rather, the Commission is entitled to make changes to its decisions as it deems reasonable in light of the issues raised in the applications for rehearing. Thus, FirstEnergy concludes that, having granted rehearing and having properly specified the scope of rehearing, the Commission maintained its broad discretion to modify its Order within the scope of that rehearing, including alternatives to the Companies' Proposal, such as Rider DMR. As a final matter, FirstEnergy contends that the attempts of Sierra Club and P3/EPSC to distinguish this proceeding from the *CG&E Case* are misplaced, as the fact that Rider DMR was proposed by Staff is of no consequence. FirstEnergy notes that satisfaction of all of the statutory requirements set forth in R.C. 4903.10 was sufficient to allow the Commission to consider alternatives to the Companies' Proposal, including Staff's proposed Rider DMR.

{¶ 36} We agree with FirstEnergy that these arguments have been thoroughly considered, and subsequently rejected, in the Commission's Fifth Entry on Rehearing, and that rehearing should be denied on that basis (*Fifth Entry on Rehearing* at 12-14; see also *Third Entry on Rehearing* at 9-12, 14-16, 19). Nonetheless, upon further consideration, we find no merit in these jurisdictional and procedural arguments. We continue to find that the Supreme Court of Ohio's ruling in the *CG&E Case* applies to the facts and circumstances of this case and that our determination is consistent with the language of the *CG&E Case* (*Third Entry on Rehearing* at 9-12; *Fifth Entry on Rehearing* at 12-14).

{¶ 37} As noted in the *CG&E Case*, we have broad authority to modify our orders on rehearing and determine whether a subsequent hearing is necessary to consider proposed modifications. In fact, Sierra Club cites to the relevant Supreme Court of Ohio precedent in support of this broad authority, in which the Court held that “[f]ollowing a rehearing, the commission need only be *of the opinion* that the original order should be changed for it to modify the same.” *Columbus & S. Ohio Elec. Co. v. Pub. Util. Comm.*, 10 Ohio St.3d 12, 15, 460 N.E.2d 1108 (1984)(emphasis in the original). Further, we again emphasize that parties have experienced no prejudice by the Commission’s consideration of Rider DMR, as the parties were afforded ample opportunity to review Rider DMR and participate in the subsequent evidentiary hearing, including producing their own witnesses and cross-examining Staff and FirstEnergy witnesses as well as filing additional briefs (Third Entry on Rehearing at 19; Fifth Entry on Rehearing at 13). In addition, we reject OMAEG’s overly broad definition as to what constitutes prejudice, which would preclude the Commission from ever granting rehearing for the purpose of collecting additional evidence, in contradiction of the plain language of R.C. 4903.10 and the Commission’s authority. We again hold that no party has demonstrated they were prejudiced by this process.

{¶ 38} In response to Sierra Club and OMAEG’s argument that there was no reason Staff could not have proposed Rider DMR before the Commission issued its Opinion and Order, we note that it was proper for Staff to submit its alternative proposal at that stage of the hearing process as the FERC Order effectively made it impractical for the Companies to comply with the Commission’s Order. Additionally, Staff contended it was not possible to propose Rider DMR during the early stages of this proceeding, indicating that the projected cost in the initial years of the original Rider RRS mechanism made it financially impractical for Staff to recommend that both Rider RRS and Rider DMR be approved by the Commission. As circumstances changed, Staff believed that Rider DMR became viable only because the original Rider RRS mechanism was no longer viable, adding that the Companies’ Proposal failed to provide the same level of benefits to customers as the original Rider RRS (Fifth Entry on

Rehearing at 11-12). Consistent with our previous decisions, the Commission agrees that introducing Rider DMR during the original hearing, simultaneously with the original Rider RRS, would not have been conceivable nor in the public interest.

{¶ 39} While Sierra Club is correct that the Third Entry on Rehearing did not explicitly address Rider DMR, the Third Entry on Rehearing, which noted the possibility of further evidentiary hearings, was issued on May 11, 2016. On May 20, 2016, the attorney examiner set the matter for hearing, established the scope of the hearing and provided any party, including Staff, with the opportunity to provide alternatives to the Companies' proposed modification to the approved ESP. Rider DMR was not proposed by Staff until the filing of the Staff rehearing testimony on June 29, 2016. Therefore, it would have been impossible for the Commission to explicitly address Rider DMR in the Third Entry on Rehearing as Rider DMR had not been proposed yet. Accordingly, we will affirm our determination in the Fifth Entry on Rehearing that the mere scope of the changes proposed in an alternative proposal, or the fact that Staff had proposed the alternative remedy, are not sufficient bases for distinguishing this case from the *CG&E Case*, in which the Court stated "[u]nder R.C. 4903.10(B), if the commission determines upon rehearing that its 'original order or any part thereof is in any respect unjust or unwarranted, or should be changed,' [the Commission] can abrogate or modify the order." *CG&E Case* at ¶ 15. (Fifth Entry on Rehearing at 12-14; see also Third Entry on Rehearing at 11.) Sierra Club has provided no supporting authority that would indicate otherwise. As the Commission appropriately granted rehearing and limited the scope of rehearing to the Companies' Proposal, or alternatives thereto, we find that we had authority to consider Rider DMR, pursuant to R.C. 4903.10 (Fifth Entry on Rehearing at 12-13; Third Entry on Rehearing at 11; see also June 3, 2016 Entry at 4).

{¶ 40} Accordingly, we will reject the arguments raised by Sierra Club, OMAEG, and P3/EP SA and deny rehearing on the related assignments of error pertaining to these

jurisdictional and procedural issues raised in their November 11, 2016, and November 14, 2016, applications for rehearing.

B. *The Commission's finding that the Stipulations, as modified by the Fifth Entry on Rehearing, continue to meet the three-prong test for the consideration of stipulations.*

1. OVERVIEW OF COMMISSION'S DECISION AND APPLICABLE THREE-PRONG TEST

{¶ 41} As we discussed in the Order and Fifth Entry on Rehearing, the parties filed stipulations, which the parties specifically describe as the culmination of discussions and accommodation of diverse interests. Ohio Adm.Code 4901-1-30 authorizes parties to Commission proceedings to enter into a stipulation. Although not binding on the Commission, the terms of such an agreement are accorded substantial weight. *Consumers' Counsel v. Pub. Util. Comm.*, 64 Ohio St.3d 123, 125, 1992-Ohio-122, 592 N.E.2d 1370, citing *Akron v. Pub. Util. Comm.*, 55 Ohio St.2d 155, 157, 378 N.E.2d 480 (1978). This concept is particularly valid where the stipulation is unopposed by any party and resolves all issues presented in the proceeding in which it is offered.

{¶ 42} The standard of review for considering the reasonableness of a stipulation has been discussed in a number of prior Commission proceedings. See, e.g., *Cincinnati Gas & Elec. Co.*, Case No. 91-410-EL-AIR (Apr. 14, 1994); *Western Reserve Telephone Co.*, Case No. 93-230-TP-ALT (Mar. 30, 1994); *Ohio Edison Co.*, Case No. 91-698-EL-FOR, et al. (Dec. 30, 1993). The ultimate issue for our consideration is whether the agreement, which embodies considerable time and effort by the signatory parties, is reasonable and should be adopted. In considering the reasonableness of a stipulation, the Commission has used the following criteria: (1) Is the settlement a product of serious bargaining among capable, knowledgeable parties? (2) Does the settlement, as a package, benefit ratepayers and the public interest? (3) Does the settlement package violate any important regulatory principle or practice?

{¶ 43} The Supreme Court of Ohio has endorsed the Commission's analysis using these criteria to resolve issues in a manner economical to ratepayers and public utilities. *Indus.*

Energy Consumers of Ohio Power Co. v. Pub. Util. Comm., 68 Ohio St.3d 559, 1994-Ohio-435, 629 N.E.2d 423, citing *Consumers' Counsel* at 126. The Court stated in that case that the Commission may place substantial weight on the terms of a stipulation, even though the stipulation does not bind the Commission.

{¶ 44} In the Fifth Entry on Rehearing, the Commission found that the Stipulations, as modified by the Commission, satisfied the three-prong test for the consideration of stipulations. The Commission also noted that the three-prong test was the appropriate standard to apply in this proceeding. (Fifth Entry on Rehearing at 99-150.)

{¶ 45} Initially, CMSD contends that the Commission acted unreasonably and unlawfully when it applied the three-prong test, alleging that this standard is inappropriate for the Commission's consideration of Rider DMR. CMSD asserts that, because no party to this proceeding endorsed Rider DMR and it is not the subject of any of the submitted Stipulations, the rider should be evaluated on its own merits, rather than as a package.

{¶ 46} In its memorandum contra intervenor applications for rehearing, FirstEnergy argues that the Commission was correct to utilize the three-prong test for evaluating the Stipulated ESP IV.

{¶ 47} We note that this issue was thoroughly addressed in our Order and Fifth Entry on Rehearing (Order at 40-41, 43, 79, 81; Fifth Entry on Rehearing at 104-105). As noted in our Fifth Entry on Rehearing, the Commission must only review the three-prong test as it pertains to Stipulated ESP IV, as a package, as modified by the Commission in its orders. Accordingly, we find no merit in this argument and the assignment of error will, therefore, be denied.

2. THE COMMISSION'S FINDING THAT THE STIPULATIONS WERE THE PRODUCT OF SERIOUS BARGAINING AMONG CAPABLE, KNOWLEDGEABLE PARTIES.

{¶ 48} In the Fifth Entry on Rehearing, the Commission determined that the Stipulations were the result of serious bargaining among capable, knowledgeable parties in

accordance with the first prong of the three-prong test for the consideration of stipulations (Fifth Entry on Rehearing at 101-105).

{¶ 49} NOPEC also argues that the Commission acted unreasonably and unlawfully when it applied the three-prong test, alleging that this standard is inappropriate for the Commission's consideration of Rider DMR. However, NOPEC focuses on the serious bargaining surrounding Rider DMR, noting that that no serious bargaining could have taken place as parties were not provided an opportunity to negotiate Rider DMR. NOPEC, like CMSD, also claims that the Commission should have found that Stipulated ESP IV did not pass the first prong of the three-prong test and evaluated each individual provision of Stipulated ESP IV on its own merits, rather than as a package. Similarly, because the requirement to maintain the FirstEnergy Corp. headquarters and nexus of operations has been removed from the Stipulated ESP IV and the agreement no longer represents the bargained-for package agreed to by the parties, NOPEC alleges it is unlawful for the Commission to continue to evaluate whether the Stipulated ESP IV satisfies the three-prong test.

{¶ 50} In its memorandum contra, FirstEnergy asserts that the Commission was correct to find that the Stipulations were the product of serious bargaining. Specifically, FirstEnergy contends that the Commission declined to find that a "modification of a stipulation means that the stipulation is not the result of serious bargaining among capable, knowledgeable parties" (Fifth Entry on Rehearing at 104). The Companies claim that holding otherwise would contradict Commission precedent and create unreasonable uncertainty for future settlement negotiations. As a final matter, FirstEnergy notes that no signatory party has withdrawn its support from the Stipulated ESP IV, even after the adoption of Rider DMR.

{¶ 51} We agree with FirstEnergy and note that this issue was thoroughly addressed in our Fifth Entry on Rehearing (Fifth Entry on Rehearing at 104-105). Parties to any stipulation are well aware that a stipulation is a recommendation only and that the stipulation is subject to modification by the Commission. We also note that none of the signatory parties to the

Stipulations in this proceeding filed an application for rehearing on this basis. Accordingly, we find no merit in this argument and the assignment of error should, therefore, be denied.

3. THE COMMISSION'S FINDING THAT THE STIPULATIONS, AS A PACKAGE, BENEFIT RATEPAYERS AND THE PUBLIC INTEREST

{¶ 52} In the Fifth Entry on Rehearing, the Commission determined that the Stipulations, as a package, benefited ratepayers and the public interest (Fifth Entry on Rehearing at 106-22).

- a. The Commission's findings that the Companies faced a serious risk of a credit downgrade, which would result in adverse effects on the Companies and their customers, and that Rider DMR will help facilitate the Companies' access to the capital markets for investments in the distribution system and other short-term obligations.*

{¶ 53} In their applications for rehearing, Sierra Club argues that the Companies failed to show that they face a serious risk of a credit downgrade that would have adverse effects on the Companies and their customers. Specifically, Sierra Club argues that the Commission erred in finding that the Companies face a serious risk of a credit downgrade because the Companies previously asserted that they could provide \$561 million in net credits under the Companies' Proposal.

{¶ 54} Sierra Club, OMAEG, and Environmental Advocates also claim that, assuming there is a serious risk of a credit downgrade, Rider DMR would not facilitate the Companies' access to the capital markets because there is no evidence demonstrating that the rider will prevent a downgrade. OMAEG, OCC/NOAC, P3/EPSC, and Sierra Club argue that neither Staff nor the Companies have provided sufficient evidence to show that Rider DMR is necessary in order for the Companies to avoid falling below investment grade. CMSD further notes that there is no assurance that the proposed amount of \$131 million in annual revenues through Rider DMR would prevent a downgrade in FirstEnergy Corp.'s or the Companies' credit ratings. OMAEG and Sierra Club also question whether the evidence showed that Rider

DMR is necessary to improve the investment grade ratings of the Companies and FirstEnergy Corp., noting that both currently have investment grade ratings and are able to access the capital markets. OMAEG asserts that there is no guarantee that Rider DMR would even prevent a downgrade of FirstEnergy Corp. or the Companies' credit ratings, noting that FirstEnergy Corp. would still require a substantial amount of additional funding to achieve the desired cash flow from operations (CFO) to debt ratio. As there was no evidence presented that other subsidiaries of FirstEnergy Corp. would be willing to contribute some portion of that amount, OMAEG claims that Rider DMR would likely have no impact on maintaining or improving FirstEnergy Corp.'s credit grade rating. Sierra Club, CMSD, and Environmental Advocates argue the Commission erred by approving Rider DMR because the evidence does not show that the Companies have any role in creating FirstEnergy Corp.'s current credit predicament; rather, these parties contend that the real underlying reason for the continued financial distress is due to the merchant generation owned by the Companies' affiliate. Moreover, Sierra Club argues that other affiliates will not be expected to pay their share of the burden to improve the overall financial health of FirstEnergy Corp., imposing a greater burden on the Companies' customers. OCC/NOAC add that, even accepting that such a risk exists, the Commission erred when it failed to quantify the extent of the "serious risk," arguing that any borrowing costs saved as a result of improving or maintaining the credit grade rating would be significantly outweighed by the additional cost attributed to Rider DMR. Sierra Club also contends that the Commission improperly relied upon Moody's Investors' Services (Moody's) and Standard & Poor (S&P) reports, adding that the Companies should have instead been required to produce their own projections about their financial well-being.

{¶ 55} In its memorandum contra, FirstEnergy initially asserts that many of the arguments raised by intervening parties are not new, and, therefore, rehearing should be denied as to these issues. The Companies contend that Rider DMR was adopted, in part, because the Companies face a serious risk of a credit downgrade and such a downgrade will adversely affect customers by making it more costly to access the capital markets for grid

modernization projects. Additionally, the Companies assert that a properly constructed Rider DMR, in addition to other simultaneous actions taken by the Companies and FirstEnergy Corp. as part of the collective effort, should be able to avoid a credit rating downgrade. In fact, FirstEnergy adds that FirstEnergy Corp. has implemented several aggressive initiatives as a part of this effort. Furthermore, FirstEnergy again notes that the Commission previously found that the Companies face the serious possibility of a credit downgrade in the near future, necessitating a need for credit support at this time.

{¶ 56} FirstEnergy states there is sufficient evidence in the record, including intervenor testimony, showing that the credit ratings of FirstEnergy Corp. and the Companies falling to a non-investment grade rating is a matter of concern, which in turn would result in several potential negative consequences, including, but not limited to, more restrictive and expensive borrowing terms for necessary capital, the inability to make investments to ensure the delivery of safe and reliable electric service, the inability to make investments toward grid modernization, and more costly electric service for customers located in the Companies' service territories. Moreover, FirstEnergy adds that Moody's and S&P had both recently issued negative outlooks on FirstEnergy Corp. and expressed concern with its financial health moving forward, noting that those reports also specifically cited concerns regarding the outcome of this proceeding as a factor influencing their ultimate decision. In response to Sierra Club, FirstEnergy notes that Sierra Club provides no evidence as to why the admitted Moody's and S&P reports are unreliable, adding that, even if the projections were unreliable, these agencies will still rely upon this information when making their credit rating decisions in the future. The Companies note that these credit agencies are currently looking to the Commission to provide some assistance to the Companies in order to meet these financial metric targets.

{¶ 57} FirstEnergy adds that Sierra Club and OMAEG wrongly assume that current investment grade ratings eliminate the need for the Commission to implement Rider DMR, noting that there was substantial evidence on the record demonstrating a current need for

credit support to prevent a possible downgrade in the near future. (Co. Ex. 206 at 7-8; Direct Ex. 1 at 3-4; Staff Ex. 13, Att. 3 at 2; Rehearing Tr. Vol. III at 723-24.) FirstEnergy also notes that despite the benefits offered in the Companies' Proposal, the Commission agreed that the Companies face significant financial challenges in the short-term.

{¶ 58} In its memorandum contra, Sierra Club states that FirstEnergy has failed to demonstrate the necessity of these revenue increases to protect the Companies' credit ratings by failing to provide forward-looking projections. Moreover, Sierra Club notes that FirstEnergy also failed to provide evidence of the costs that customers would face in the event FirstEnergy Corp. was downgraded.

{¶ 59} We find that these assignments of error were thoroughly addressed in the Fifth Entry on Rehearing, in which we found that the Companies did face a serious risk of a credit downgrade and such a downgrade would result in adverse effects on the Companies and their customers (Fifth Entry on Rehearing at 90-96). We will not duplicate that lengthy discussion in this decision. However, we will note that the consequences of the perceived risk were not limited to increased borrowing costs; rather, in addition to this concern, the record indicated that the Companies would face extreme hardship to have access to the capital markets at all in the event of a credit downgrade. Additionally, in response to Sierra Club's assertion that the Commission improperly relied on Moody's and S&P's reports, we agree with FirstEnergy and find that, whether this Commission agrees with the reports of these credit rating agencies or not, these reports will be the basis of their future credit rating decisions and offer the best available information as to what those decisions may entail. Further, we find that, given the disputed reliability of financial projections, the historic financial information in the record of this case is sufficient evidence demonstrating that FirstEnergy Corp., and consequently, the Companies, face a serious risk of a credit downgrade. Therefore, rehearing on these assignments of error will be denied.

b. The Commission's finding that Rider DMR will help promote grid modernization.

{¶ 60} CMSD, Environmental Advocates, OMAEG, Sierra Club, P3/EPSCo, and OCC/NOAC contend that Rider DMR will not promote grid modernization because there is no requirement that the Companies directly spend Rider DMR revenues on grid modernization and that such benefits are illusory and have nothing to do with distribution modernization. Sierra Club again adds that FirstEnergy's customers will receive no commensurate benefit for the revenue collected under Rider DMR.

{¶ 61} OCC/NOAC assert that the Commission erred in finding that the creation of a grid modernization program is in the public interest because the Commission's finding was not supported by evidence, violating R.C. 4903.09. Specifically, OCC/NOAC note that the main tenets of the grid modernization plan considered in the Stipulated ESP IV will be determined in an entirely different proceeding and there is no indication as to how much these grid modernization efforts will cost. Moreover, OCC/NOAC point out that, due to this additional proceeding, FirstEnergy failed to meet its burden to show that any customer benefits would arise from this plan, or the details of any projected benefits. As a final point, OCC/NOAC contend that the Commission's conditions on the collection of Rider DMR revenues fail to benefit customers or the public interest.

{¶ 62} FirstEnergy argues that Rider DMR would provide sufficient credit support in order for the Companies to access the capital markets and acquire the necessary funds to invest in grid modernization projects. In order to accelerate grid modernization efforts, FirstEnergy argues that it will require a fair amount of capital support or access to capital markets with fair borrowing terms. FirstEnergy asserts that Rider DMR may be the appropriate method to ensure that the Companies have the necessary capital for investments in grid modernization. Specifically, FirstEnergy contends the increased revenues through Rider DMR would be used to: (1) improve the Companies' credit metrics; (2) strengthen the Companies' credit ratings; (3) preserve the Companies' ability to obtain capital at a reasonable cost; and (4) allow the

Companies' to implement capital intensive programs, like grid modernization. Contrary to the arguments presented by Sierra Club, the Companies further argue that there are additional obligations they face in the short-term that may affect their ability to make the necessary investments in their distribution system without the support provided by Rider DMR.

{¶ 63} Furthermore, FirstEnergy contends that the Commission did cite to record evidence when discussing the benefits associated with grid modernization in its Order and Fifth Entry on Rehearing, noting that the specific requirements for the grid modernization initiative will be determined in the grid modernization plan proceeding. Also, the Companies note that the grid modernization benefits associated with Rider DMR are significant and will help foster state policy through the development of distribution grid modernization.

{¶ 64} Finally, FirstEnergy asserts that there are two major issues with the intervenors' belief that all monies received through Rider DMR should be directly used to fund grid modernization. The first issue is that the revenue collected under Rider DMR will only represent a fraction of the significant capital investment necessary to implement grid modernization projects throughout the distribution grid. Secondly, the Companies will need to access capital at a reasonable cost to ensure that these modernization efforts are realized, necessitating immediate credit support to improve relevant financial metrics. Thus, FirstEnergy requests the Commission deny rehearing on these grounds.

{¶ 65} We reject the assignments of error raised by CMSD, Environmental Advocates, OMAEG, Sierra Club, P3/EPSC, and OCC/NOAC, as the arguments supporting the assignments of error were thoroughly addressed in the Fifth Entry on Rehearing (Fifth Entry on Rehearing at 50-51, 96-97). Specifically, we noted that we were persuaded by the testimony of RESA witness Crockett-McNew who testified that the Companies should focus on the regulated side of the business and modernize the grid, including "expansion of smart meters, data access and system design to allow for greater reliability and technically advanced competitive market offers." (RESA Ex. 7 at 6; Fifth Entry on Rehearing at 50-51). We also relied

on the testimony of Staff witness Choueiki, in which he stated that Rider DMR is intended to "enable the Companies to procure funds to jumpstart their distribution grid modernization initiatives." (Staff Ex. 15 at 15; Fifth Entry on Rehearing at 90-91). As we also noted, Stipulated ESP IV required the Companies to file a grid modernization business plan (Fifth Entry on Rehearing at 88-89, 107). Consistent with our finding in the Fifth Entry on Rehearing, moving forward with the consideration of a grid modernization plan is in the public interest and is consistent with state policy to "[e]ncourage innovation and market access for cost-effective supply- and demand-side retail electric service including, but not limited to, demand-side management, time-differentiated pricing, waste energy recovery systems, *smart grid programs, and implementation of advanced metering infrastructure.*" R.C. 4928.02(D) (emphasis added) (Fifth Entry on Rehearing at 88-89). Therefore, rehearing on these assignments of error will be denied.

c. The Commission's finding that Rider DMR will help promote economic development.

{¶ 66} Sierra Club contends that the Commission erred to find that Rider DMR will help promote economic development, noting that FirstEnergy Corp.'s executed lease made it incapable of moving its headquarters until 2025. OMAEG argues that Rider DMR will instead harm economic development in Ohio and that Ms. Murley's economic impact analysis failed to consider other impacts Rider DMR may have on the economy outside of the Akron area. OCC/NOAC state that, because the Commission failed to adopt Staff's recommendation to make Rider DMR subject to refund, the condition that FirstEnergy Corp. maintain its corporate headquarters and nexus of operations in Akron, Ohio does very little to provide the necessary protections to customers.

{¶ 67} FirstEnergy asserts that Rider DMR promotes economic development in at least three different ways: (1) to the extent Rider DMR fosters the implementation of grid modernization or other distribution system-related projects, there will be resulting economic benefits from those projects; (2) to the extent Rider DMR enables a modernized and reliable

grid, the Companies service territories will become more attractive places for business to locate or expand; and (3) the economic benefits derived from maintaining FirstEnergy Corp.'s headquarters in Akron, Ohio. As to the third benefit, FirstEnergy notes that the Commission found ample evidence of the economic benefit of maintaining the headquarters in Akron, noting that no evidence was produced to dispute the findings of FirstEnergy witness Murley's economic impact study, which indicated a \$568 million annual economic impact (Fifth Entry on Rehearing at 111-12). FirstEnergy also notes that, even if the lease had been admitted as an exhibit in this proceeding, there was no evidence in the record to show that it may have been in FirstEnergy's economic interest to terminate the lease early. Moreover, FirstEnergy notes that OMAEG's arguments regarding Ms. Murley's testimony were already considered, and summarily rejected, by the Commission (Fifth Entry on Rehearing at 77-78, 112).

{¶ 68} We find that the assignments of error raised by Sierra Club and OMAEG should be denied, as they were fully considered and addressed in the Fifth Entry on Rehearing (Fifth Entry on Rehearing at 111-12).

d. The Commission's findings that several suggested modifications regarding Rider DMR should be rejected.

i. The Commission's finding that several proposals regarding the calculation of Rider DMR revenue should be rejected.

{¶ 69} CMSD initially asserts that the Commission erred by violating Commission precedent against determining the amount of a rate increase based upon the amount of revenue necessary to satisfy rating agency metrics, rather than determining an amount that would produce a fair and reasonable rate of return on investment. *In re the Application of The Cleveland Elec. Illum. Co. for Authority to Amend and Increase Certain of its Filed Schedules Fixing Rates and Charges for Elec. Service*, Case No. 79-537-EL-AIR, Opinion and Order (July 10, 1980). Additionally, Sierra Club argues that any allocation of credit support of the Companies' customers should reflect the responsibility of the Companies for FirstEnergy Corp.'s CFO to debt shortfall, relative to the other FirstEnergy Corp. subsidiaries. Several intervenors raised

their concerns as to whether the gross up for income taxes was necessary when calculating Rider DMR revenue. OMAEG also argues that the Fifth Entry on Rehearing was unjust and unreasonable due to the fact the Companies considered no tax rate other than the composite tax rate of 36 percent, in violation of R.C. 4905.22. Additionally, OMAEG claims that the amount the Companies will actually have to pay in taxes may be significantly lower due to bonus depreciation.

{¶ 70} In response to CMSD's argument, FirstEnergy initially contends that the precedent CMSD cites in support of its assertion is neither binding nor informative in this proceeding, as the matter in that case arose under an application for a rate increase pursuant to R.C. 4909.18. FirstEnergy adds that ESPs are expressly excepted from the requirements of R.C. Chapter 4909. Moreover, even if the case were statutorily applicable, FirstEnergy claims that it would nonetheless lack persuasion, as it involved the Commission's rejection of a single witness's analysis used to support a recommended ROE. FirstEnergy also contends that using CFO to debt ratios as the allocation factor would not be appropriate, as it would lead to a meaningless comparison and ignores the fact that FirstEnergy Corp. does not generate any revenues of its own, but holds some debt separately from its subsidiaries. Additionally, the Companies agree with the Commission's decision to gross-up the required revenue to account for additional income taxes, stating that omitting such a calculation would leave the Companies short of the target CFO. The Companies further contend that OMAEG's argument is misplaced, as the Commission allowed for a gross-up at the Federal corporate income tax rate, and not the Companies' average composite tax rate of 36 percent. FirstEnergy also notes OMAEG's argument that the actual tax rate may be significantly lower due to bonus depreciation is unsupported by the record, adding that FirstEnergy witness Mikkelsen explained that the composite tax rate does not change frequently or dramatically, making it an ideal representation of taxes for purposes of this calculation.

{¶ 71} However, in its own application for rehearing, FirstEnergy alleges that the Commission should have adopted the Companies' numerous recommendations as to the calculation of Rider DMR in order to accomplish the Commission's stated objectives. First, the Companies allege that the Commission improperly limited the term of Rider DMR to three, or potentially five, years, noting that the uncertainty created from such a short-term rider may make it more difficult for the Companies to access the capital markets and fall short of supplying the capital necessary for the Companies' grid modernization needs. Rather, the Companies argue that Rider DMR should remain in place for the entire *ESP IV* term, and if the Commission so chooses, it may conduct a review as an element of the fourth-year review under R.C. 4928.143(E). Next, FirstEnergy contends that the Commission improperly failed to include in Rider DMR any value attributed to the condition that FirstEnergy Corp.'s headquarters and nexus of operations remain in Akron, Ohio, despite accepting the testimony of FirstEnergy witness Murley that the annual economic impact of the headquarters is \$568 million. As such, FirstEnergy requests that the Commission grant rehearing in order to amend the revenue calculation for Rider DMR to appropriately account for the value of maintaining FirstEnergy Corp.'s headquarters and nexus of operations in Akron, Ohio or, alternatively, to include such value as a new component of Rider EDR. As its third assignment of error regarding the calculation of Rider DMR, FirstEnergy contends that the Commission erred in its finding that a CFO to debt ratio of 14.5 percent, rather than 15 percent, was appropriate to use in determining the proper amount of revenue to be generated by the rider, further stating using the midpoint of Moody's updated target range would provide sufficient protection to account for other potential risks and would be consistent with Staff witness Buckley's methodology. As its fourth assignment of error, the Companies assert that the Commission improperly found that a four-year average of CFO to debt ratios from 2011 to 2014, rather than a three-year average from 2012 through 2014, is appropriate in determining the revenue amount to be generated by Rider DMR. FirstEnergy adds that the three-year range from 2012 through 2014 represents a more accurate depiction of the Companies' deteriorating creditworthiness, as this

timeframe represents the years in which the CFO to debt ratio fell below Moody's target 14 to 16 percent range. FirstEnergy also notes the Commission's decision to utilize the data from 2011 simply because it is "part of the historic average" makes little sense when such data includes a period of time that are not similar to present and future circumstances. Finally, the Companies contend that the Commission improperly found that Staff's allocation factor based on energy operating revenues was appropriate to use in determining the amount of revenue to be generated by Rider DMR, noting that the 22 percent allocation factor understates the significance of the Companies to FirstEnergy Corp. Rather, the Companies argue that using net income would be a more appropriate basis for the allocation factor, given that it is neither limited to gross cash inflows nor influenced by the level of shopping in each utility's service territory, resulting in the more representative 40 percent allocation factor.⁵

{¶ 72} In response to FirstEnergy's various assignments of error, Environmental Advocates and Sierra Club argue that FirstEnergy's application for rehearing only bolsters the intervenors' concerns that Rider DMR is meant to support FirstEnergy Corp.'s unregulated subsidiaries, rather than invest in grid modernization. Initially, OMAEG once again claims that FirstEnergy failed to demonstrate that the credit support it is requesting is necessary, given the current investment grade ratings of FirstEnergy Corp. and the operating utilities. Moreover, Environmental Advocates, OMAEG, Sierra Club, and OCC/NOAC contend that, as approved by the Commission, Rider DMR is only intended to jumpstart grid modernization efforts; thus, granting FirstEnergy's request to allow Rider DMR to cover the entire time period for its grid modernization efforts would be improper. Furthermore, even assuming that Rider DMR was needed to improve credit ratings, OCC/NOAC note that FirstEnergy acknowledged that it did not know how much time would be required to improve credit ratings, and Sierra Club again claims that FirstEnergy has failed to demonstrate the necessity of these revenue

⁵ Alternatively, the Companies assert that distribution sales, customer counts, and distribution employee headcounts would also be acceptable to use as the basis for the allocation factor and are supported by the record. The use of any of these alternative allocation factors, or the Companies' recommendation of net income, would result in an allocation factor between 34 to 40 percent.

increases to protect the Companies' credit ratings by failing to provide forward-looking projections. Environmental Advocates, Sierra Club, OMAEG, and OCC/NOAC also disagree with the suggestion of incorporating all, or at least a portion of, the \$568 million economic impact benefit into the required revenue calculation for Rider DMR, stating that numerous intervenors questioned the validity of FirstEnergy witness Murley's calculations, especially for the fact that she failed to account for the economic consequences of the costs to customers and only attempted to quantify the alleged benefits. Additionally, NOPEC alleges that the Commission already thoroughly considered and addressed the arguments raised by FirstEnergy in its application for rehearing. NOPEC, OMAEG, and OCC/NOAC also specifically note that the Commission's adoption of the allocation factor based on energy operating revenues was reasonable, as Staff witness Buckley indicated the fact that there are a significant number of shopping customers in the Companies' service territories only supports the use of energy operating revenues as a more valid basis for allocation. Sierra Club adds that FirstEnergy has not provided any information as to the CFO to debt ratios, or other relevant credit metric information, for the individual Companies or other FirstEnergy Corp. subsidiaries, making the allocation decision almost impossible to determine. Sierra Club and OMAEG further note that the Companies' request to use the 15 percent target ratio does not represent the minimum amount necessary; rather, this ratio serves as the midpoint to the most recent Moody's report. OCC/NOAC and OMAEG contend the four-year average of CFO to debt ratios was appropriate as that time period represents information since the last significant restructuring of FirstEnergy Corp. and signifies a more reliable historic trend to utilize. These intervening parties also argue that FirstEnergy is only proposing these modifications to the calculation of Rider DMR in order to serve its own interests and arbitrarily increase the amount of revenues to be collected through the rider.

{¶ 73} We find that the parties have raised no new arguments and that these issues were comprehensively addressed in the Fifth Entry on Rehearing. With respect to arguments raised regarding the allocation factor, we note that Staff witness Buckley was merely

acknowledging that there are several appropriate methods to determining the allocation factor; however, based on the record and his financial background, he recommended that energy operating revenues be used, indicating that this allocation factor would be the most credible because using net income may overcompensate the Companies' contribution of services to FirstEnergy Corp. due to the high number of shopping customers in their service territories (Fifth Entry on Rehearing at 93-96; Rehearing Tr. Vol. III at 553-54, 738-39).

ii. The Commission's finding that Rider DMR should not be subject to refund.

{¶ 74} OCC/NOAC argue that the Commission should have made Rider DMR subject to refund, as an additional protection for customers.

{¶ 75} FirstEnergy notes that OCC/NOAC have provided no record support for this recommendation have not addressed the inherent flaws with such a recommendation, such as that making the revenues refundable may undermine the very purpose of the rider, which is to provide credit support, and that refunding revenues may constitute retroactive ratemaking.

{¶ 76} The Commission has held on two occasions that Rider DMR should not be subject to refund as this would be counterproductive to the purpose of the rider and impose additional risks on the Companies (Fifth Entry on Rehearing at 97; Seventh Entry on Rehearing at 4-5). OCC/NOAC have raised no new arguments in support of this assignment of error. Thus, OCC/NOAC's assignment of error should be denied.

iii. The Commission's finding that Rider DMR revenues should be excluded from the SEET calculation.

{¶ 77} OCC/NOAC, OMAEG, and NOPEC argue that revenues collected under Rider DMR should not be excluded from the calculation of the annual SEET, noting that all ESP provisions should be included in the SEET and that Rider DMR is an ESP provision, pursuant to R.C. 4928.143(F). NOPEC argues the Commission's decision was arbitrary and that, as a creature of statute, the Commission is bound by the plain language of R.C. 4928.143(F) and

must include Rider DMR revenues in the SEET calculation. OCC/NOAC contend that the Supreme Court of Ohio has already provided guidance as to what this statute requires, holding that the reference to "adjustments" in the statute refers to any provisions that are included in the ESP that resulted in excessive earnings. Further, OCC/NOAC argue that while the Supreme Court has upheld the Commission's decision to exclude earnings that were not derived from the ESP, the same analysis would not apply in this case as Rider DMR revenues will be derived from the ESP. *In re Columbus S. Power Co.*, 134 Ohio St.3d 392, 983 N.E.2d 685. OCC/NOAC add that excluding such revenues from the SEET may deprive customers of refunds they would have otherwise received and is not in the public interest. Moreover, OMAEG claims that if the revenues collected under Rider DMR do, in fact, represent an amount for necessary credit support, then logically these revenues would never equate to excessive earnings. For these reasons, OCC/NOAC, OMAEG, and NOPEC request the Commission grant rehearing.

{¶ 78} FirstEnergy contends that the Commission has already considered and thoroughly addressed these arguments, stating that including Rider DMR revenue in the SEET calculation "would introduce an unnecessary element of risk to the Companies and undermine the purpose of providing credit support to the Companies." (Fifth Entry on Rehearing at 98). Moreover, FirstEnergy asserts that it was proper to exclude Rider DMR from SEET largely for three reasons: (1) Rider DMR charges constitute "extraordinary items"; (2) there are no comparable companies with a rider mechanism such as Rider DMR, thus, making it impossible to create a valid comparison for purposes of the SEET calculation; and (3) the Order provides for SEET exclusions "associated with any additional liability or write-off of regulatory assets due to implementing the Companies' ESP IV." (Co. Ex. 206 at 22-23).

{¶ 79} In its own application for rehearing, FirstEnergy alleges that the Commission erred by concluding that it would revisit its decision to exclude Rider DMR revenues from the SEET calculation when evaluating any request by the Companies to extend Rider DMR.

FirstEnergy states that, given the Commission's decision to exclude Rider DMR revenues from the SEET calculation during the initial three-year period, the exclusion should continue for as long as Rider DMR is in effect. The Companies note that the basis of the Commission's decision to exclude these revenues from SEET was that including them would introduce unnecessary risk and undermine the purpose of providing credit support, which they also allege would apply in any year that Rider DMR is in effect. Thus, the Companies request the Commission grant rehearing and find that Rider DMR revenues should be excluded from the SEET calculation while Rider DMR is in effect.

{¶ 80} In their memoranda contra, NOPEC and OCC/NOAC contend that, pursuant to the plain language of R.C. 4928.143(F), Rider DMR revenues must be included in the SEET calculation because they were approved as part of an ESP proceeding. Moreover, OCC/NOAC again note that the purpose of Rider DMR will not be compromised if these revenues are included in the SEET calculation, as the rider was only authorized to provide necessary credit support to the Companies, not excessive earnings. Thus, NOPEC and OCC/NOAC urge the Commission to deny FirstEnergy's application for rehearing on this basis, and instead find that R.C. 4928.143(F) requires that all Rider DMR revenues received during *ESP IV* be included in the SEET calculation.

{¶ 81} The Commission affirms our ruling that the revenue collected under Rider DMR should be excluded from SEET for the initial three-year period. At the time we issued the Fifth Entry on Rehearing, we found the arguments made by the Companies to be persuasive and continue to do so today, to the extent such arguments are relating to the initial three-year period of Rider DMR. Intervenors have raised no new arguments for our consideration, and we fully considered those arguments in the Fifth Entry on Rehearing. (Fifth Entry on Rehearing at 85-86, 98). However, the Commission notes that we will also reconsider whether to continue excluding Rider DMR revenues from SEET when we evaluate any possible extension of Rider DMR as a portion of our extensive review of Rider DMR (Fifth Entry on

Rehearing at 98). Moreover, intervenors' arguments raise hypothetical concerns in any event and, thus, are also premature. Accordingly, we find that rehearing on these assignments of error should also be denied.

- iv. **The Commission's finding that additional proposed modifications regarding the use of revenues collected under Rider DMR should be rejected.**

{¶ 82} Sierra Club asserts that the Commission should have adopted its recommendations to further benefit the Companies' customers, including that the Commission require that all Rider DMR revenues be set aside in a separate account(s) within the Companies and restrict disbursements from this account(s), that the Commission restrict the use of revenues collected under Rider DMR to grid modernization projects or other projects benefiting customers, and such projects be implemented within a reasonable amount of time, and that the Companies be precluded from receiving double recovery on capital investments made with Rider DMR revenues, particularly recovery of depreciation payments. Finally, in its next assignment of error, Sierra Club contends that the Commission's decision to refrain from adopting Sierra Club's recommendations was made without any evidentiary basis and is against the manifest weight of the evidence.

{¶ 83} FirstEnergy initially argues that the Commission has already considered and rejected Sierra Club's recommendations, stating that "placing restrictions on the use of Rider DMR funds would defeat the purpose of Rider DMR." (Fifth Entry on Rehearing at 86, 127). The Companies add that there is a significant difference between the revenues necessary to provide credit support to access capital to pay for grid modernization projects and the capital necessary to pay for such projects, the former being that which Rider DMR was intended. FirstEnergy also notes that the Commission's determination was based on ample evidence in the record.

{¶ 84} We agree that these arguments were already raised by Sierra Club and subsequently rejected by this Commission (Fifth Entry on Rehearing at 86-87, 127). Moreover, the Commission agrees with FirstEnergy in that our decision was based on a significant record that demonstrated the following: (1) the Companies are facing a serious risk of a credit downgrade that would have adverse effects upon the Companies' ability to access the capital markets; (2) Rider DMR is intended to provide credit support to the Companies in order to avoid such a downgrade; and (3) maintaining the Companies' current ratings will allow the Companies to access capital markets at a reasonable cost to fund grid modernization projects (Fifth Entry on Rehearing at 126-27). Therefore, we find these assignments of error should be denied.

v. The Commission's finding to reject OEG's recommendations for Rider DMR's cost allocation and rate design.

{¶ 85} In their applications for rehearing, Nucor and OEG raise a single assignment of error arguing that the Commission should grant rehearing of the Fifth Entry on Rehearing and adopt the alternative Rider DMR cost allocation and rate design as recommended by OEG witness Baron, stating that this alternative recommendation would be more reflective of cost causation and significantly mitigate the impact of the rider on the residential class. Nucor and OEG note that, while the Commission recognized the alternative recommendation proposed by OEG, it did not address why this alternative proposal would be inappropriate. OEG explains its alternative proposal would result in the same rate impacts for residential customers as the cost allocation methodology adopted by the Commission; however, OEG alleges its proposal would remain superior because the non-residential DMR cost allocation would incorporate a distribution component to recover distribution-related costs.

{¶ 86} Rehearing on this assignment of error should be denied. We do not agree that the record supports the claim that the rate impacts on residential customers would be the same under OEG witness Baron's proposal as under Staff witness Turkenton's proposal. Upon further consideration of OEG's alternative proposal, the Commission continues to find that

such a cost allocation would disproportionately affect residential customers as well as smaller commercial customers, including schools and churches. We affirm our decision to adopt Ms. Turkenton's recommendation, as that rate design and cost allocation would result in a fair and equitable distribution of costs (Rehearing Tr. Vol. II at 431; Fifth Entry on Rehearing at 97-98).

e. The Commission's finding that "ring fencing" measures should not be implemented at this time.

{¶ 87} In its application for rehearing, NOPEC contends that the Commission unreasonably failed to implement ring fencing at this time, noting that the Staff's periodic review of the costs associated with Rider DMR will fail to protect the Companies from continuing credit problems. In response, FirstEnergy asserts that no witness recommended that the Commission impose such measures in this proceeding, and that OCC witness Kahal even acknowledged that these measures would be premature at this time (OCC Ex. 46 at 14).

{¶ 88} The Commission agrees with FirstEnergy and finds that this assignment of error should be denied as the evidence, including the testimony of OCC witness Kahal, demonstrates that such measures are unnecessary at this time (OCC Ex. 46 at 14; Fifth Entry on Rehearing at 96).

f. The Commission's finding that the Companies should file a base distribution rate case by the end of ESP IV.

{¶ 89} In its application for rehearing, FirstEnergy alleges that it was premature for the Commission to direct the Companies to file a distribution rate case at the end of *ESP IV*, noting that there was no evidence to justify such an order and arguing that a more reasonable alternative would be to allow the Companies to file their next SSO application and determine, at that time, whether a distribution rate case would be appropriate. The Companies also assert that the distribution rate freeze was considered a benefit to customers in the Order and the Fifth Entry on Rehearing (Order at 92-93, 119; Fifth Entry on Rehearing at 115), and the SEET mechanism would ensure the Companies would not recover excessive earnings.

{¶ 90} NOPEC asserts this assignment of error should also be rejected by the Commission, noting that any continued distribution rate freeze under a future ESP would be illusory, just as it is in this proceeding. Further, NOPEC again asserts that the base distribution rate case was held in 2007 and financial circumstances have changed significantly since that time, specifically noting the capital costs have reached historic lows. OMAEG also remarks on the Commission's broad authority to modify ESPs and stipulations based on the evidence in the record and argues that the Commission acted reasonably and within its authority when determining that a base distribution rate case should be filed upon the conclusion of *ESP IV*. NOPEC, OMAEG, and OCC/NOAC urge the Commission to affirm its decision and allow an opportunity to have the Companies' authorized rate of return properly scrutinized, citing the reasoning conveyed by Staff witness McCarter when she stated "Staff believes it is a prudent regulatory practice to gain a holistic understanding of the regulated distribution company on a regular basis." (Staff Ex 6 at 13).

{¶ 91} The Commission finds that our decision to require FirstEnergy to file a distribution case should be affirmed. The Opinion and Order in FirstEnergy's last distribution rate case was issued on January 21, 2009. *In re FirstEnergy*, Case No. 07-551-EL-AIR et al., Opinion and Order (Jan. 21, 2009). Although mechanisms such as FirstEnergy's Rider DCR reduce regulatory lag and promote gradualism in setting distribution rates, we agree with Staff witness McCarter that it is sound regulatory practice to conduct regular distribution rate cases. Accordingly, rehearing on this assignment of error should be denied.

- g. *The Commission's finding that the increases in the revenue caps under Rider DCR would be terminated if ESP IV was terminated prior to its currently approved eight-year term.*

{¶ 92} The Companies request that the Commission grant rehearing in order to clarify that the revenue cap increases would continue until rendered moot by a replacement plan following the termination of *ESP IV*, noting that, in the event *ESP IV* is terminated as a result of the R.C. 4928.143(E) fourth year review, there may be a lengthy transition process before a

new plan would be approved. Further, the Companies argue that R.C. 4928.143(E) authorizes the Commission to impose conditions on the ESP's termination in order to accommodate any potential transition to another plan. FirstEnergy also states that, as these caps represent its historical capital expenditure trends, it is reasonable to make such an extension.

{¶ 93} NOPEC asserts FirstEnergy ignores the fact that if *ESP IV* were terminated pursuant to R.C. 4928.143(E) their historical capital expenditure trends would no longer be valid. As such, NOPEC argues that it would be unreasonable and unlawful to permit the Companies to receive these annual increases after the Commission has found that the Companies have excessive earnings or that the ESP is no longer more favorable in the aggregate than an MRO. Moreover, OCC/NOAC add that FirstEnergy will still be able to collect general costs under Rider DCR, regardless if the caps are terminated. Additionally, OCC/NOAC claim FirstEnergy failed to provide any evidence that they would be unable to provide reliable electric service and stable rates for customers in the event the caps are terminated.

{¶ 94} We agree with FirstEnergy that R.C. 4928.143(E) authorizes the Commission to impose conditions on an ESP's termination in order to accommodate any potential transition to another plan. Therefore, the Commission will grant rehearing and clarify that, if *ESP IV* is terminated pursuant to R.C. 4928.143(E), the Rider DCR revenue cap increases currently in place will continue until the Commission establishes a new SSO. If FirstEnergy exercises its right to terminate *ESP IV* at some point in the future following rehearing or an appeal, the Rider DCR revenue cap increases yet to be implemented at the time of termination will also be terminated along with the remaining provisions of *ESP IV*. However, FirstEnergy will be permitted to continue to recover costs already incurred under Rider DCR.

- h. The Commission's finding that the Rider NMB Opt-Out pilot program should be approved, as modified by the Commission in its Fifth Entry on Rehearing.*

{¶ 95} The Companies claim that the Commission modified the Rider NMB Opt-Out pilot program in two key ways: (1) directed that customers who may benefit from participation may file an application under R.C. 4905.31 for permission to participate, at which point the Commission will determine if such participation is in the public interest; and (2) reserved the right to terminate or modify the program without specifying the process to be used by the Commission to make such decisions (Fifth Entry on Rehearing at 139-40). As to the first issue, the Companies argue that the Commission improperly expanded the pilot program to any interested customer and provided no guidance as to how the Commission would determine if a customer's participation in the program would be in the public interest. In order to ensure the program is manageable in size and fair to both the Companies and the eligible participants, FirstEnergy contends that the Commission should revert back to its Order, in which it approved the pilot program as agreed to by the signatory parties, or in the alternative, provide guidance as to how applications to participate in the pilot program will be processed. Similarly, FirstEnergy requests that the Commission prescribe a process in which the Companies and other interested parties may participate before either the program or the rider is modified or terminated.

{¶ 96} OMAEG contends that allowing eligible customers the opportunity to participate in the program through a reasonable arrangement application is appropriate, given the fact that the pilot program, as it was first proposed, was unduly discriminatory, anti-competitive, and in violation of R.C. 4928.02(A). However, OMAEG agrees with the Companies that the Commission should provide a clearly defined, expedited process for determining whether "customers' participation is appropriate" prior to filing a reasonable arrangement with the Commission.

{¶ 97} Rehearing on these assignments of error should be denied. The Commission has broad authority under R.C. 4905.31 to approve reasonable arrangements between electric distribution utilities and mercantile customers, and we simply acknowledged that broad authority in stating that a mercantile customer may join the pilot program through an application under R.C. 4905.31. We reject any implication that such applications would somehow limit the Commission's ability to determine the proper size of the pilot program or whether the participation of any given customer is in the public interest. With respect to the process which the Commission will use to determine if Rider NMB or the pilot program should be terminated, the Commission finds that it is unnecessary to detail such a process at this time. All parties will be given a full and fair opportunity to participate in any process set by the Commission to determine the future of Rider NMB and/or the pilot program before a decision is made by the Commission.

- i. *The Commission's finding that Rider GDR should be approved, provided the scope of potential costs to be included in the rider be limited.*

{¶ 98} Additionally, OCC/NOAC argue that the Commission's approval of Rider GDR does not provide any benefits to customers and will cause the Companies to receive significantly excessive earnings, despite the Commission's modifications in its Fifth Entry on Rehearing. Specifically, OCC/NOAC contend that the Commission did not address the fact that the rider provides no incentive or requirement that FirstEnergy file for rate reductions resulting from changes in governmental regulations or whether Rider GDR will erase the benefits associated with a distribution rate freeze. OCC/NOAC add that Rider GDR is an open-ended collection mechanism and the Companies will be able to seek recovery for an endless amount of costs related to federal and state governmental directives, further shifting cost recovery risks onto consumers. OCC/NOAC state the fact that Staff will review such costs does not alleviate the concerns raised in the Fifth Entry on Rehearing and requests that the Commission grant rehearing.

{¶ 99} FirstEnergy notes that these assignments of error have previously been raised and were rejected by the Commission, both in the original Order as well as the Fifth Entry on Rehearing.

{¶ 100} With respect to these assignments of error, the Commission thoroughly addressed these arguments in the *ESP IV* Opinion and Order and the Fifth Entry on Rehearing (Order at 67; Fifth Entry on Rehearing at 116). OCC/NOAC have raised no new arguments on rehearing; accordingly, rehearing on this assignment of error should be denied.

j. The Commission's finding that competitive bidding was unnecessary for the low-income customer assistance programs and initiatives.

{¶ 101} OCC/NOAC note the Commission also erred by failing to modify the Stipulated ESP IV to require competitive bidding of low-income programs, asserting that this modification would have resulted in a more cost-effective outcome for consumers and fostered more efficient use of such funds. In particular, OCC/NOAC claim that the Commission violated R.C. 4903.09 by failing to support its decision with record evidence.

{¶ 102} FirstEnergy notes that this assignment of error has previously been raised and was rejected by the Commission and was supported by the record evidence in this proceeding, in accordance with R.C. 4903.09.

{¶ 103} With respect to this assignment of error, the Commission thoroughly addressed these arguments in the *ESP IV* Opinion and Order and the Fifth Entry on Rehearing (Order at 96, 118-19; Fifth Entry on Rehearing at 117). Moreover, when addressing this argument in the Fifth Entry on Rehearing, we specifically cited our reasoning from the Order and explained our decision to modify the Stipulated ESP IV to further protect low-income customers by implementing an additional degree of oversight and review. OCC/NOAC have raised no new arguments on rehearing; accordingly, rehearing on this assignment of error should be denied.

4. THE STIPULATIONS, AS MODIFIED BY THE COMMISSION, VIOLATE NO IMPORTANT REGULATORY PRINCIPLES OR PRACTICES

{¶ 104} The Commission concluded in its Fifth Entry on Rehearing that the Stipulations, and as modified by the Commission, do not violate any important regulatory principles or practices and, thus, satisfy the third prong of three-prong test (Fifth Entry on Rehearing at 121-150).

a. The Commission's finding that Rider DMR complies with R.C. 4928.02.

{¶ 105} OMAEG and OCC/NOAC contend that Rider DMR does not advance state policy under R.C. 4928.02. Specifically, these parties continue to argue that Rider DMR will limit competitive retail generation, other generating companies may view Rider DMR as simply providing FirstEnergy Corp. a large cash infusion, thereby deterring new entry into the supply market. OMAEG and OCC/NOAC also raise the fact that Rider DMR contains no firm commitment or requirement that the Companies use the revenues collected under the rider to fund its distribution grid modernization. As such, OMAEG contends that Rider DMR is a way to provide credit support to the Companies and FirstEnergy Corp., not to modernize the grid. Further, OCC/NOAC contend the fact that the Companies need to jumpstart their grid modernization investments is also an unsupported fallacy, explaining that the Companies had already committed to filing a grid modernization business plan (Co. Ex. 154 at 9-10). OCC/NOAC also note that, due to the enhancements of Rider AMI, including the ability to collect money from customers based on a forward looking formula rate concept, there is no need for an additional jumpstart. Rather than promote diversity of supplies or suppliers in Ohio, OMAEG contends that Rider DMR will actually diminish the diversity of supplies and limit competitive retail generation choices for customers, in violation of R.C. 4928.02(C). Thus, OMAEG and OCC/NOAC maintain that Rider DMR fails to promote or advance the policies set forth in R.C. 4928.02.

{¶ 106} FirstEnergy argues that these points have previously been considered and rejected by the Commission. Specifically, FirstEnergy notes that the Commission found Rider DMR promotes state policy to “[e]nsure diversity of electricity supplies and suppliers, by giving consumers effective choices over the selection of those supplies and suppliers and by encouraging the development of distributed and small generation facilities” and to “[e]ncourage innovation and market access for cost-effective supply- and demand-side retail electric service including, but not limited to, demand-side management, time-differentiated pricing, waste energy recovery systems, smart grid programs, and implementation of advanced metering infrastructure” (Fifth Entry on Rehearing at 122-23). Furthermore, FirstEnergy argues that the Commission also found that “Rider DMR, by incentivizing and supporting grid modernization, promotes additional provisions of state policy to: ensure the availability to consumers of adequate, reliable, safe, efficient, nondiscriminatory, and reasonably priced retail electric service; and ensure the availability of unbundled and comparable retail electric service that provides consumers with the supplier, price, terms, conditions, and quality options they elect to meet their respective needs. R.C. 4928.02(A); R.C. 4928.02(B),” adding that “the retention of FirstEnergy Corp.’s headquarters and nexus of operations in Akron, Ohio serves to facilitate the state’s effectiveness in the global economy. R.C. 4928.02(N).” (Fifth Entry on Rehearing at 123).

{¶ 107} The Commission agrees with FirstEnergy and finds that these arguments were fully addressed in the Fifth Entry on Rehearing (Fifth Entry on Rehearing at 122-23). As such, these assignments of error will be denied.

b. The Commission’s finding that Rider DMR is authorized under R.C. 4928.143(B)(2)(h).

{¶ 108} In their respective applications for rehearing, Sierra Club, OCC/NOAC, P3/EPSC, NOPEC, Environmental Advocates, and OMAEG assert that the Commission erred when it determined that Rider DMR is authorized under R.C. 4928.143(B)(2)(h). Additionally, these parties contend that Rider DMR should not be considered related to distribution service

because there is no requirement that the Companies spend Rider DMR revenues on distribution modernization; rather, they argue that the revenues will be used to benefit FirstEnergy Corp. by providing it credit support. NOPEC claims that Staff witness Buckley even acknowledged that Rider DMR was related to credit support instead of distribution service. As additional evidence that Rider DMR is neither necessary nor related to the distribution system, OCC/NOAC, OMAEG, and NOPEC also argue the Companies already have the Advanced Metering Infrastructure (Rider AMI) and the Delivery Capital Recovery Rider (Rider DCR) to recover capital expenditures made on grid modernization and other distribution infrastructure investments. Given the plain language of R.C. 4928.143(B)(2)(h), NOPEC further contends that incentives are only appropriate when a utility is actually incurring costs for investment in infrastructure modernization, which is not the case here. OMAEG, OCC/NOAC and Sierra Club also argue the "sufficient progress" condition created in the Fifth Entry on Rehearing is vague and "essentially meaningless," given the fact that the scope of the grid modernization programs remain completely undefined. P3/EPSCo go even further to state that this condition is the sole connection between Rider DMR and the promise of grid modernization, falling short of the statutory requirements, and adding that the conditions imposed by the Commission on Rider DMR are not sufficient to cure the fact that the rider is not related to distribution service.

{¶ 109} Many of the intervening parties also question whether Staff's review to ensure the Rider DMR revenues are used in support of grid modernization is meaningful and raise their concerns that the funds will be provided, instead, to FirstEnergy Corp. Sierra Club goes on to allege that there is some doubt as to whether the Commission can enforce its condition that Rider DMR funds be used in support of grid modernization. Further, Sierra Club, OMAEG, and P3/EPSCo contend that Rider DMR cannot constitute "incentive ratemaking" as it is not connected to any costs incurred by the Companies to provide distribution service. CMSD similarly argues that Rider DMR cannot constitute "single-issue ratemaking" since it is not recovering specific costs or expenses. OCC/NOAC also claim that the Commission should

have determined, at some time after the alternative proposal was submitted, that customers' and the Companies' expectations were aligned before approving Rider DMR, as required under R.C. 4928.143(B)(2)(h). As a separate assignment of error, OCC/NOAC argue that the Commission violated R.C. 4903.09 in finding that an incentive is needed for the Companies to invest in grid modernization, as the Commission failed to provide reasons as to why such an incentive is necessary. As a final note, Sierra Club and Environmental Advocates contend the Fifth Entry on Rehearing was unlawful because FirstEnergy failed to meet its burden that Rider DMR is related to distribution service and incentive ratemaking, and, consequently, the Commission's findings of such are against the manifest weight of the evidence. At the very least, Environmental Advocates argue the Commission should take this opportunity to grant rehearing in order to provide the framework of its detailed policy review of grid modernization and include certain provisions in the rider to ensure that the revenues are used solely for grid modernization, as well as ensure the revenues are spent prudently and subject to an annual true-up.

{¶ 110} FirstEnergy initially contends that the Commission thoroughly considered, and subsequently rejected, these arguments in its Fifth Entry on Rehearing, referencing the record on multiple occasions (Fifth Entry on Rehearing at 89-90). Moreover, FirstEnergy adds that Staff witnesses were clear that Rider DMR is meant to incentivize grid modernization by providing credit support to the Companies and enable them to access capital markets to secure financing at a reasonable cost for future distribution modernization projects (Rehearing Tr. Vol. II at 426, 429; Rehearing Tr. Vol. IV at 959, 1020-21, 1029). Additionally, although they also deal with distribution service, FirstEnergy notes that Rider AMI and Rider DCR serve different purposes than that of Rider DMR, which is to provide the Companies the ability to access the necessary capital for their grid modernization program at a reasonable cost. FirstEnergy also reiterates its earlier arguments that there is no record evidence indicating the Rider DMR funds will be provided to FirstEnergy Corp.; rather, these funds will be used for short-term obligations of the Companies and provide the necessary credit support to access capital

markets and obtain lower financing costs for future grid modernization projects. Further, FirstEnergy states that the Commission is more than capable of enforcing the requirement that Rider DMR funds be used in support of grid modernization. In response to Sierra Club and CMSD's arguments that Rider DMR does not constitute "incentive ratemaking" or "single-issue ratemaking," the Companies assert that these parties wrongfully assume that cost-based ratemaking provisions apply to an ESP and that these arguments are irrelevant as the Commission determined that Rider DMR is a distribution modernization incentive (Fifth Entry on Rehearing at 90). Contrary to the assertions of many intervenors, FirstEnergy states that the Rider DMR charges are directly related to the Companies' ability to provide distribution service to customers. As a final point, FirstEnergy asserts that the Commission did determine that customers' and the Companies' expectations were aligned when examining the reliability of the Companies' distribution system (Fifth Entry on Rehearing at 90; Staff Ex. 4 at 6-10; Tr. Vol. XXVIII at 5840-41).

{¶ 111} However, in its application for rehearing, FirstEnergy agrees with Sierra Club and OMAEG that the "sufficient progress" condition is vague and introduces uncertainty, adding that while this provision is ultimately unnecessary, its inclusion or omission does not impact the Commission's conclusion that Rider DMR is authorized under R.C. 4928.143(B)(2)(h); rather, its inclusion threatens the effectiveness of the rider. The Companies note that this provision is not needed to create the required linkage between the rider and distribution service, as alleged by P3/EPSC, and add that the Commission will have the ability to govern the terms of the Companies' grid modernization programs in future, separate proceedings. As a final point, FirstEnergy argues that a simplified reading of this requirement may indicate that Rider DMR revenues be limited in the deployment of grid modernization programs, directly in contrast with the Commission's other findings in the Fifth Entry on Rehearing.

{¶ 112} While they agree with the Companies that the “sufficient progress” condition is vague and risks an arbitrary application, Environmental Advocates, OMAEG, and NOPEC argue that the Companies only desire to have this condition be removed because it would require them to invest in grid modernization, rather than use the money as a cash infusion to improve credit ratings and decrease debt. As such, these parties suggest that the Commission add more details and explicit timeframes as to what the expectations will be for the “sufficient progress” condition to be satisfied and ensure that such revenues are, in fact, used for grid modernization purposes. OCC/NOAC assert that FirstEnergy provides absolutely no evidentiary support for its assignment of error, adding that this provision provides the only link to using Rider DMR revenues for grid modernization efforts.

{¶ 113} The Commission agrees with FirstEnergy that we thoroughly addressed the arguments of Sierra Club, OCC/NOAC, P3/EPSCo, Environmental Advocates, and OMAEG in the Fifth Entry on Rehearing, finding that Rider DMR is related to distribution service and acts as an incentive for the Companies to jumpstart their grid modernization initiatives to improve their distribution systems (Fifth Entry on Rehearing at 89-90). We would emphasize again that Rider DMR’s purpose is to provide financial support to the Companies to allow them to access capital on more favorable terms, thereby jumpstarting grid modernization initiatives and reducing their future costs of providing distribution service. Moreover, we clearly indicated in the Fifth Entry on Rehearing that Staff will review Rider DMR to ensure that Rider DMR revenues are used, directly or indirectly, in support of grid modernization (Fifth Entry on Rehearing at 127-28). The Commission is fully capable of making such an assessment and such a review will provide further protection to FirstEnergy’s customers and ensure that customers are indeed benefiting from these grid modernization initiatives. However, the Commission will clarify that we do not intend for this review to be conducted one time, at the end of the collection of Rider DMR. We intend for this review to be ongoing and conducted in real time. Accordingly, the Commission directs Staff to prepare a request for proposal (RFP) for a third party “monitor” to assist Staff and work with FirstEnergy and FirstEnergy Corp. to ensure that

Rider DMR funds are expended appropriately. This RFP should include quarterly interim updates on the use of Rider DMR to Staff, a mid-term report to be docketed in any proceeding in which the Companies seek an extension of Rider DMR, within 60 days after the filing of an application for extension, and a final report in a separate docket established for the review of Rider DMR, to be filed 90 days after the termination of Rider DMR or its extension. Further, we will extend the deadline for the filing of an application to extend Rider DMR to February 1, 2019, in order to allow the monitors sufficient time to review the use of Rider DMR funds prior to the extension proceeding, if any.

{¶ 114} Furthermore, in response to OCC/NOAC, we note that our decision was predicated on the fact that Rider DMR qualifies as a provision “regarding distribution infrastructure and modernization incentives” for the Companies. R.C. 4928.143(B)(2)(h). As discussed in the Fifth Entry on Rehearing, Rider DMR fits the plain language definition of an “incentive” and the evidence in the record demonstrated a need to focus FirstEnergy’s efforts on areas that warrant improvement such as grid modernization (RESA Ex. 7 at 7; Staff Ex. 15 at 15; Co. Ex. 206 at 5-6; Rehearing Tr. Vol. IV at 956-57; 1015-16; Rehearing Tr. Vol. V at 1223, 1254-55; Fifth Entry on Rehearing at 88-90). Our discussion of need was directed more toward the need of the Companies to access reasonably priced capital in order to implement grid modernization projects, which we found to be a significant benefit to all customers in the Companies’ distribution systems and will help foster state policy⁶ (Fifth Entry on Rehearing at 88-90; see also Order at 22, 95-96). The Commission also recognizes that the signatory parties to Stipulated ESP IV agreed that incentivizing grid modernization in the Companies’ service territories would be favorable (Order at 22). Additionally, as discussed in the Fifth Entry on Rehearing, Rider DMR essentially supplants the need for the 50 basis point adder to the return on equity for investment made for grid modernization, which was eliminated in response to OCC/NOAC’s earlier application for rehearing (Fifth Entry on Rehearing at 108). As the

⁶ The Commission attempted to review the language referred to in the Fifth Entry on Rehearing as specifically cited in OCC/NOAC’s application for rehearing, but the page reference was erroneous.

intervening parties have failed to raise any new arguments from those already addressed, we find that these assignments of error should be denied.

{¶ 115} In response to FirstEnergy's application for rehearing, we will clarify that the "sufficient progress" language should not be interpreted to mean that Rider DMR revenues be limited in the deployment of grid modernization programs. We agree that Rider DMR may be used for other purposes related to improving the Companies' ability to access capital markets such as debt repayment and funding pension obligations (Rehearing Tr. Vol. X at 1607, 1610-11). Otherwise, rehearing on this assignment of error will be denied. As the parties are aware, the Commission has embarked on our PowerForward initiative to determine the future of grid modernization in this state. After PowerForward, FirstEnergy's grid modernization plan will be reviewed pursuant to the principles to be established in the PowerForward initiative. As such, it is impossible to further specify the milestones which FirstEnergy must achieve at this time.

c. The Commission's decision to refrain from addressing whether Rider DMR is authorized under R.C. 4928.143(B)(2)(i).

{¶ 116} As the Commission determined that Rider DMR is authorized by R.C. 4928.143(B)(2)(i), it was unnecessary for the purposes of the Fifth Entry on Rehearing to determine whether the rider was also authorized by R.C. 4928.143(B)(2)(i). In their application for rehearing, OCC/NOAC argue that Rider DMR should not be considered an economic development and job retention program under R.C. 4928.143(B)(2)(i) because the Companies are compensated through distribution rates for FirstEnergy Corp. expenses allocated to the Companies. OCC/NOAC further contend that Rider DMR would not qualify as an economic development program since the headquarters are already located in Akron, Ohio, and the statute is limited to new economic development in Ohio. As a final argument, OCC/NOAC assert that Rider DMR does not satisfy the statute because it is not an electric distribution company program.

{¶ 117} FirstEnergy initially responds by stating that there will be no double recovery of costs as the economic development benefits from Rider DMR are entirely separate from the allocation of FES expenses to the Companies. Moreover, FirstEnergy notes that maintaining the headquarters in Akron for the duration of Rider DMR will not only sustain the existing positive economic impact in that area, but will also lead to additional jobs and improved distribution system reliability through the expected grid modernization initiatives. Moreover, FirstEnergy adds that the statute is not limited to new development and preserving the economic benefits associated with the headquarters being located in Akron would satisfy the statutory requirements. Finally, the Companies assert that the headquarters condition would be considered a program of the Companies, rather than FirstEnergy Corp., as the condition is tied to the Companies' authority to continue to collect revenues through Rider DMR. Additionally, given these significant economic development benefits, FirstEnergy argues in its own application for rehearing that the Commission erred when it failed to find that Rider DMR was authorized under R.C. 4928.143(B)(2)(i).

{¶ 118} In response to FirstEnergy's assignment of error, CMSD and Sierra Club first assert that, as FirstEnergy Corp.'s headquarters and nexus of operations are already located in Akron, maintaining the headquarters in the same location cannot be construed as implementing an economic development or job retention program. Further, OMAEG again contends that the economic impact analysis conducted by FirstEnergy witness Murley was flawed in several respects, including that it was limited to the Akron, Ohio area and failed to address any costs to customers associated with Rider DMR. CMSD and Sierra Club also note that FirstEnergy had no intent to move its headquarters for the duration of *ESP IV*, as evidenced by the fact it already renewed its lease of those facilities through 2025. Finally, Sierra Club and CMSD argue that Staff already stated that "the Companies are already recompensed adequately for the presence of the headquarters," as that cost is built into their distribution rates. CMSD adds that FirstEnergy's real purpose to introduce the economic impact analysis results was not to seek authorization to collect that amount; rather, it was to bolster the

argument that *ESP IV* passed the ESP versus MRO test. Similarly, Environmental Advocates assert the Companies have provided no evidence of the alleged benefits other than FirstEnergy witness Mikkelsen's testimony; rather, Environmental Advocates contend the evidence only shows that Rider DMR is meant to act as a credit support rider with no commensurate benefits flowing to customers. While agreeing that Rider DMR is actually meant to provide credit support to FirstEnergy Corp., Sierra Club, NOPEC and OCC/NOAC also contend that Rider DMR does not satisfy the plain language of the statute as it is not implementing any economic development programs. OCC/NOAC add that because this commitment was made by FirstEnergy Corp. instead of a distribution utility, Rider DMR would also fail to satisfy the statutory language in that respect. Moreover, Sierra Club argues that if the Commission finds Rider DMR to satisfy this statutory language, such a finding would remove "any substantive limit to what an electric security plan may contain." *In re Application of Columbus S. Power Co.*, 128 Ohio St.3d 512, 947 N.E.2d 655 (2011). Finally, Sierra Club asserts that R.C. 4928.143(B)(2)(i) only permits the rider to allocate "program costs" to customers. As the Companies would not be able to collect revenues based solely on the alleged benefits of Rider DMR, Sierra Club argues that the Companies would be limited to collecting only the costs of keeping the headquarters and nexus of operations in Akron, Ohio, minus any amounts for which they are already compensated, which were not introduced into the evidentiary record.

{¶ 119} The Commission finds that rehearing on these two assignments of error should be denied. Although OCC/NOAC are correct that the three FirstEnergy utilities operating in Ohio (Ohio Edison, Cleveland Electric Illuminating, and Toledo Edison) do recover certain shared service expenses allocated to the utilities, OCC/NOAC present no evidence of how much of the overall economic impact of the corporate headquarters is directly related to the expenses allocated to the utilities. Further, we are not persuaded by OCC/NOAC's claim R.C. 4928.143(B)(2)(i) only authorizes economic development programs that create new jobs rather than programs aimed at job retention; OCC/NOAC cite to no Commission or Supreme Court of Ohio precedent in support of this claim. With respect to FirstEnergy's assignment of error,

we do agree that the record evidence supports FirstEnergy's claim of a \$568 million annual economic impact through the retention of the FirstEnergy Corp. corporate headquarters, and we further agree that the facts demonstrate that retention of the FirstEnergy Corp. headquarters will retain a significant number of jobs vital to the region. We also agree that job retention programs are authorized economic development programs under 4928.143(B)(2)(i) and that nothing in 4928.143(B)(2)(i) precludes economic development programs authorized under that statute from assisting affiliates or parent companies of the utility. However, in the Fifth Entry on Rehearing, we adopted Staff's recommendation that R.C. 4928.143(B)(2)(h) provided the necessary and sufficient statutory authority for Rider DMR, and we affirm that decision now.

d. The Commission's finding that Rider DMR is not an unlawful subsidy.

{¶ 120} OMAEG, Environmental Advocates, OCC/NOAC, P3/EPSC, and NOPEC contend that Rider DMR will act as an anti-competitive subsidy for FirstEnergy Corp.'s generation services, in violation of R.C. 4928.02. As it alleges there is currently no requirement for grid modernization investment to occur or that revenues collected through Rider DMR be used for such initiatives, OMAEG argues Rider DMR functions as "an unlawful subsidy for FirstEnergy Corp. and increases costs for manufacturers who are forced to pay additional charges for their electric service, thereby impeding their ability to remain competitive in the global economy." These intervening parties also contend that, if the Companies issue a dividend to FirstEnergy Corp. of all, or any portion of, the revenues collected under Rider DMR, FirstEnergy Corp. would then have the ability to utilize those revenues for any purpose of its choosing, including transferring the money to FES. NOPEC and Environmental Advocates note that if the distribution customers of the Companies provide any financial benefit to FES or FirstEnergy Corp.'s other competitive subsidiaries, it would constitute an anti-competitive subsidy in violation of R.C. 4928.02(H). OCC/NOAC and P3/EPSC add that Rider DMR raises the same concerns that caused FERC to rescind the waiver of affiliate power sales restrictions underlying Rider RRS and does very little to protect customers relating to

how the Rider DMR revenues will be used. As a final point, P3/EPSC contend that Staff's periodic review will not change the fact that this rider constitutes an illegal subsidy.

{¶ 121} Additionally, CMSD, NOPEC, OMAEG, and P3/EPSC argue that, according to information Staff witness Buckley relied upon in his testimony, the underlying reason for FirstEnergy Corp.'s current credit issues is the business risk associated with its unregulated generation subsidiaries. Thus, these parties argue that Rider DMR would do nothing to remedy the actual cause of FirstEnergy Corp.'s financial distress. OMAEG, OCC/NOAC, and P3/EPSC also contend that Staff's periodic review of how Rider DMR funds are utilized is inadequate to ensure the funds are properly used absent the implementation of further restrictions that such funds be used for distribution modernization. OMAEG and Environmental Advocates also reiterate their earlier arguments that there is no evidence that Rider DMR is necessary to support FirstEnergy Corp.'s credit rating or guarantee that Rider DMR would, in fact, prevent a downgrade of the Companies' credit ratings. As a final point, OMAEG and Environmental Advocates raise their earlier arguments, stating there is no record evidence to support a finding that FirstEnergy Corp. has taken steps to address its financial situation or that FirstEnergy Corp.'s other affiliates are adequately contributing, if at all, to the effort to provide credit support. In fact, OMAEG asserts the Commission's decision will only encourage FirstEnergy and FirstEnergy Corp. to continue making poor business decisions. Accordingly, OMAEG, OCC/NOAC, P3/EPSC, CMSD, and Environmental Advocates request the Commission grant rehearing on these assignments of error.

{¶ 122} FirstEnergy states that Dr. Choueiki made it clear that the purpose of Rider DMR is related to distribution service, specifically noting Staff's objective of modernizing the Companies' distribution grid. In fact, FirstEnergy contends that Dr. Choueiki stated numerous times during cross-examination that Staff's objective is to modernize the grid, which requires the Companies to have the financial capacity to implement such projects, and, thus, requires the ability to access capital on favorable terms. Notably, FirstEnergy witness Mikkelsen

testified that the Companies intended to use the revenues collected under Rider DMR toward grid modernization improvement projects and, additionally, noted that the Commission would be able to review any information with respect to the Companies' operations and Rider DMR within their statutorily granted authority. Furthermore, FirstEnergy reiterates its claims that there is no mechanism in Rider DMR which would allow the transfer of revenues between the Companies and FES and that FirstEnergy Corp. has indicated that it will not be making any additional investments in FES in the future. The Companies also state that the Commission has directed FirstEnergy to modernize the distribution grid. Moreover, FirstEnergy argues that if the Commission were to accept the arguments of NOPEC, P3/EPSCA, and Environmental Advocates, any source of revenue for the Companies would qualify as an unlawful subsidy to FES. FirstEnergy also asserts that because the annual shortfall amount required to meet Moody's CFO to debt ratio target range was allocated on a proportional basis to the Companies, there can be no subsidy. Thus, the Companies claim the amount of the shortfall of which they have been allocated reflects the appropriate portion they should be responsible for, further noting that several other constituents will be responsible for the remaining shortfall amount.

{¶ 123} The Commission notes that this issue was thoroughly addressed in the Fifth Entry on Rehearing and that the record clearly demonstrated that Rider DMR does not constitute an unlawful subsidy to FirstEnergy Corp (Fifth Entry on Rehearing at 126-29). As discussed in that decision, the record shows that the Companies require the ability to obtain capital for needed investments in their distribution systems in support of grid modernization and other necessary upgrades. Moreover, the Commission found that the Companies faced a serious risk of being downgraded to below investment grade, which would result in significant adverse effects upon the Companies' ability to access the capital markets, including, but not limited to, increases in future financing costs or more restrictive borrowing terms and conditions. This portion of the Fifth Entry on Rehearing is replete with references to the record from, not only Staff and FirstEnergy witnesses and exhibits, but also several intervenor

witnesses and exhibits. The Commission further found that placing restrictions on the use of Rider DMR funds would defeat the purpose of the rider and, instead, directed Staff to periodically review how the Rider DMR funds are being utilized "to ensure that such funds are used, directly or indirectly, in support of grid modernization," further supporting the Commission's finding that Rider DMR will not act as an unlawful subsidy to the Companies' affiliates. A more thorough explanation of Staff's oversight and monitoring of FirstEnergy's use of Rider DMR revenues can be found in ¶113.

{¶ 124} As a final note, the Commission also found Rider DMR would recover a proportionate share of the CFO to debt ratio shortfall, which ensures that the Companies are not subsidizing affiliates. As we discussed in our Fifth Entry on Rehearing, testimony shows that additional actions have been undertaken by FirstEnergy Corp. and the Companies in order to improve their financial metrics and additional action will be required on their part to fully resolve their current financial dilemma (Fifth Entry on Rehearing at 95-96). Therefore, we find that the intervening parties have raised no new issues and these assignments of error should be denied.

e. *The Commission's finding that the revenues collected under Rider DMR do not constitute unlawful transition revenues.*

{¶ 125} Despite the Commission's finding that the Companies will use these funds to obtain more favorable terms when accessing the capital markets that will allow for necessary investment in grid modernization, NOPEC, OCC/NOAC, Environmental Advocates, OMAEG, and Sierra Club argue that there is no requirement in Rider DMR that the funds be used for these purposes. In fact, OCC/NOAC, OMAEG, Environmental Advocates, and NOPEC contend that the record shows the revenues collected under Rider DMR would be used to provide credit support to FirstEnergy Corp. and its unregulated affiliates, including FES, as a means to improve its credit rating. OCC/NOAC, OMAEG, and NOPEC also emphasize that R.C. 4928.38 prohibits the Commission from authorizing the receipt of transition revenues or "any equivalent revenues," noting that even though Rider DMR

revenues would not be explicitly considered transition revenue, it would fall under the equivalency language of the statute due to the fact that these revenues need not be used for grid modernization. *In re Application of Columbus S. Power Co.*, 147 Ohio St.3d 439, 67 N.E.3d 734 (2016) (*AEP Ohio RSR Case*). Environmental Advocates add that the statute provides no exception for regulated utilities that have fully divested their generation. NOPEC and Sierra Club note, in the *AEP Ohio RSR Case*, the Supreme Court of Ohio held that riders that are designed to provide "sufficient revenue to maintain [a utility's] financial integrity and ability to attract capital during the ESP" constitute unlawful transition charges. NOPEC, OMAEG, and Environmental Advocates claim that the Commission attempts to adopt a much too narrow definition of transition revenues, as evidenced by recent Supreme Court of Ohio precedent rejecting the Commission's interpretation of R.C. 4928.38. *AEP Ohio RSR Case* at ¶21-22, ¶24, ¶36; *In re Application of Dayton Power and Light Co.*, 147 Ohio St.3d 166, 62 N.E.3d 179 (2016). These parties also state that it makes no difference that FirstEnergy has already transitioned their assets to FES. Therefore, NOPEC, OCC/NOAC, Environmental Advocates, OMAEG, and Sierra Club argue that the Commission should reject Rider DMR because it would collect unlawful transition revenues.

{¶ 126} In response, FirstEnergy notes that Rider DMR is proposed to help access capital to support distribution services rather than generation services. Additionally, FirstEnergy emphasizes the amount of revenue to be provided to the Companies is based on the Companies' proportional contribution to FirstEnergy Corp., and is completely unrelated to the operations of FES with respect to FirstEnergy Corp. FirstEnergy notes that the cases cited by the intervenors in support of their claims are completely inapposite to this proceeding as Rider DMR is not related to generation assets in any way. Moreover, the Companies emphasize there was nothing in the record to show a means by which the Companies would be able to directly transfer any funds to FES, explaining that the possibility of providing such a dividend is contrary to the facts of this proceeding.