

December 16, 2020

Ms. Tanowa Troupe
Commission Secretary
The Public Utilities Commission of Ohio
180 East Broad Street
Columbus, OH 43215

SUBJECT: Case Nos. 20-1768-EL-RDR
89-6008-EL-TRF

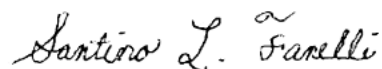
Dear Ms. Troupe:

In response to and compliance with the Orders of August 25, 2010, July 18, 2012, July 1, 2015 and March 31, 2016 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, and 14-1297-EL-SSO, respectively, and the Orders dated February 27, 2019 and October 23, 2019 in Case No. 18-1818-EL-RDR, please file the attached tariff pages on behalf of The Toledo Edison Company. These tariff pages reflect changes to Rider NMB and its associated pages, which are being provided as part of the audit application for Rider NMB.

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

Please file one copy of the tariffs in Case Nos. 20-1768-EL-RDR and 89-6008-EL-TRF, and two copies to the Staff. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Santino L. Fanelli".

Santino L. Fanelli
Director, Rates & Regulatory Affairs

Enclosures

BEFORE THE
PUBLIC UTILITIES COMMISSION OF OHIO

In the Matter of the Review of the Non-)
Market-Based Services Rider Contained in)
the Tariffs of Ohio Edison Company, The) Case No. 20-1768-EL-RDR
Cleveland Electric Illuminating Company)
and The Toledo Edison Company)

**NON-MARKET-BASED SERVICES RIDER (RIDER NMB) REPORT IN
SUPPORT OF STAFF’S 2021 ANNUAL REVIEW SUBMITTED BY OHIO
EDISON COMPANY, THE CLEVELAND ELECTRIC ILLUMINATING
COMPANY AND THE TOLEDO EDISON COMPANY**

In its Order in Case No. 12-1230-EL-SSO (“Order”), the Commission clarified that Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company (collectively, “Companies”) should file annually an application, in a separate docket, for a review of certain riders approved in that proceeding. Further, in its Order in Case No. 15-0648-EL-RDR, the Commission specified that the Companies should make their filing for Rider NMB no later than January 15 of each year with rates to be effective no later than 75 days following the filing of the application. Pursuant to these prior Orders, the Companies hereby submit this Report on the Companies’ Rider NMB for the twelve-month period beginning March 1, 2021.

In accordance with the Commission’s Orders in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, and 18-1818-EL-RDR, the Companies submit the following Exhibits:

- Exhibit A: Rider NMB – Rate Design (Tariff Effective March 1, 2021)
- Exhibit B: Rider NMB - Deferral Worksheet (Actual Costs and Revenues through November 30, 2020)

- Exhibit C: Rider NMB – Estimated (Over) Under Collection as of February 28, 2021
- Exhibit D: Rider NMB –Tariff Sheets Effective March 1, 2021

Respectfully submitted,

/s/ Brian J. Knipe

Brian J. Knipe (#0090299)

FIRSTENERGY SERVICE COMPANY

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Akron, OH 44308

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

OHIO EDISON

CLEVELAND ELECTRIC ILLUMINATING COMPANY

TOLEDO EDISON

Note(s):

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

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

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

DEMAND ALLOCATORS EXCLUDING EXPECTED PILOT PARTICIPANTS

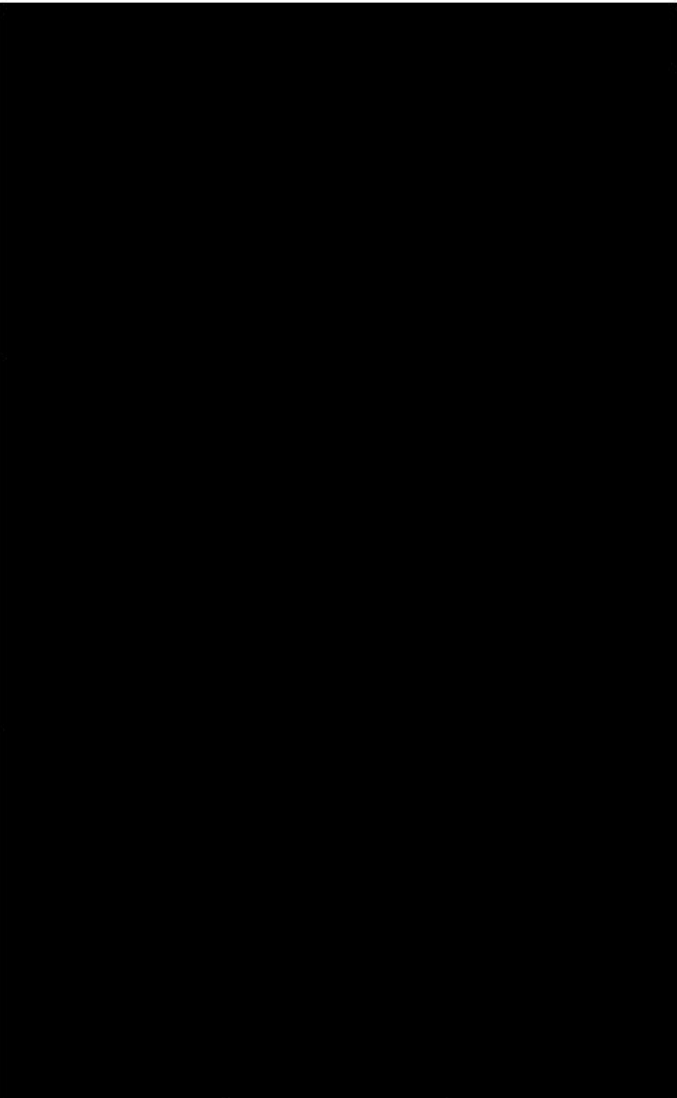
LINE NO.	RATE CODE / COMPANY (A)	JUNE PEAK kW (B)	JULY PEAK kW (C)	AUGUST PEAK kW (D)	SEPTEMBER PEAK kW (E)	AVERAGE PEAK kW (F)=SUM(B:E)/4	DEMAND ALLOCATION FACTORS (G)
1							
2	OE						
3	RS						49.98%
4	GS						28.82%
5	GP						9.68%
6	GSU						2.61%
7	GT						8.87%
8	Lighting*						0.04%
9	TOTAL						100.00%
10							
11	CEI						
12	RS						41.85%
13	GS						37.61%
14	GP						1.90%
15	GSU						15.27%
16	GT						3.30%
17	Lighting*						0.07%
18	TOTAL						100.00%
19							
20	TE						
21	RS						39.35%
22	GS						22.39%
23	GP						11.11%
24	GSU						0.24%
25	GT						26.89%
26	Lighting*						0.02%
27	TOTAL						100.00%

Note(s):

1 - * Solely TRF contributes to the coincident peak

2 - Demand Allocation Factors based on 2020 Coincident Peaks Net of Pilot Participants

[illegible]

1	OHIO EDISON	
2		
3	Legacy RTEP costs incurred	
4	Actual Legacy RTEP Costs through Nov. 2018	
5	Estimated Legacy RTEP Costs Dec. 2018 - Feb. 2019	
6	Total Legacy RTEP costs incurred	
7	RTEP costs refunded to the Companies by PJM	
8	Remaining Legacy RTEP costs to be recovered in Rider NMB	
9	Interest Rate	
10	Months	
11	Monthly Amortization	
12	Annual Amortization	
13		
14		
15	CLEVELAND ELECTRIC ILLUMINATING COMPANY	
16		
17	Legacy RTEP costs incurred	
18	Actual Legacy RTEP Costs through Nov. 2018	
19	Estimated Legacy RTEP Costs Dec. 2018 - Feb. 2019	
20	Total Legacy RTEP costs incurred	
21	RTEP costs refunded to the Companies by PJM	
22	Remaining Legacy RTEP costs to be recovered in Rider NMB	
23	Interest Rate	
24	Months	
25	Monthly Amortization	
26	Annual Amortization	
27		
28		
29	TOLEDO EDISON	
30		
31	Legacy RTEP costs incurred	
32	Actual Legacy RTEP Costs through Nov. 2018	
33	Estimated Legacy RTEP Costs Dec. 2018 - Feb. 2019	
34	Total Legacy RTEP costs incurred	
35	RTEP costs refunded to the Companies by PJM	
36	Remaining Legacy RTEP costs to be recovered in Rider NMB	
37	Interest Rate	
38	Months	
39	Monthly Amortization	
40	Annual Amortization	
41		

Note(s):

- 1 - Recovery of prior incurred legacy RTEP costs pursuant to Commission Orders in Case No. 18-1818-EL-RDR
- 2 - Excludes Legacy RTEP costs attributable to Rider NMB Opt-Out Pilot Program Participants
- 3 - (Lines 7, 21 and 35) Pursuant to the FERC Order on 494 Remand

Forecasted Billing Units (March 2021 - February 2022)

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

Note(s):

1 - Source: Forecast as of December 2020 including Pilot Participants

2 - * LTG includes Traffic Lighting only

Rider NMB Opt-Out Pilot Program Participants

Expected March 2021 Pilot Participants - 2021 NSPL

Line		OE	CE	TE
1	Total EDC NSPL			
2	NMB Pilot Participant NSPL			
3	GS			
4	GP			
5	GSU			
6	GT			

Expected March 2021 Pilot Participants - Annual Billing Demand

		OE	CE	TE
9				
10	GS			
11	GP			
12	GSU			
13	GT			

Note(s):

1 - Line 1: Allocated 2021 Ohio Retail NSPL in hourly kW

2 - Lines 3-6: 2021 NSPL in hourly kW values for expected Rider NMB Opt-Out Pilot Program Participants

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

OHIO EDISON COMPANY (OE)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2020

Line No.	Description	Source	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	Jul 2020	Aug 2020	Sep 2020	Oct 2020	Nov 2020	YTD 2020
1	Beginning Balance - Regulatory Asset/(Liability) 182155		\$ 14,318,443	\$ 15,588,236	\$ 15,408,503	\$ 18,247,515	\$ 19,937,301	\$ 23,216,120	\$ 22,431,711	\$ 17,428,546	\$ 15,210,923	\$ 15,172,857	\$ 17,849,714	
2	Revenues													
3	Non-Market Based Rider (NMB) Revenues		\$ 26,604,173	\$ 26,816,536	\$ 24,795,132	\$ 25,162,705	\$ 24,331,857	\$ 27,909,099	\$ 33,137,622	\$ 30,273,197	\$ 26,968,204	\$ 25,369,701	\$ 25,602,514	\$ 296,970,741
4	Total Adjusted NMB Revenues		\$ 26,604,173	\$ 26,816,536	\$ 24,795,132	\$ 25,162,705	\$ 24,331,857	\$ 27,909,099	\$ 33,137,622	\$ 30,273,197	\$ 26,968,204	\$ 25,369,701	\$ 25,602,514	\$ 296,970,741
5	Monthly CAT Amount		\$ 69,171	\$ 69,723	\$ 64,467	\$ 65,423	\$ 63,263	\$ 72,564	\$ 86,158	\$ 78,710	\$ 70,117	\$ 65,961	\$ 66,567	\$ 772,124
6	Total Adjusted CAT Amount		\$ 69,171	\$ 69,723	\$ 64,467	\$ 65,423	\$ 63,263	\$ 72,564	\$ 86,158	\$ 78,710	\$ 70,117	\$ 65,961	\$ 66,567	\$ 772,124
7	NMB Revenues Excluding CAT	L3 - L5	\$ 26,535,002	\$ 26,746,813	\$ 24,730,665	\$ 25,097,282	\$ 24,268,595	\$ 27,836,535	\$ 33,051,464	\$ 30,194,487	\$ 26,898,087	\$ 25,303,740	\$ 25,535,947	\$ 296,198,617
8	NMB Revenue Associated with amortization of Legacy RTEP expenses		\$ 1,528,948	\$ 1,528,948	\$ 1,034,879	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 14,618,619
9	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7	\$ 25,006,054	\$ 25,217,866	\$ 23,695,686	\$ 23,927,755	\$ 23,099,067	\$ 26,667,008	\$ 31,881,937	\$ 29,024,959	\$ 25,728,560	\$ 24,134,213	\$ 24,366,420	\$ 281,579,988
10	NITS & Other FERC/RTO Expenses:													
11	NITS Expenses (507003)	(507003)	\$ 23,244,746	\$ 21,761,483	\$ 23,221,220	\$ 22,458,606	\$ 23,214,153	\$ 22,494,760	\$ 23,257,328	\$ 23,284,310	\$ 22,557,189	\$ 23,306,910	\$ 22,559,624	\$ 251,360,329
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ 686,370	\$ 785,095	\$ 777,975	\$ 747,862	\$ 764,335	\$ 759,740	\$ 923,878	\$ 853,068	\$ 746,050	\$ 798,549	\$ 805,708	\$ 8,648,631
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	\$ 70,389	\$ 321,536	\$ 202,784	\$ 166,640	\$ 129,365	\$ 171,507	\$ 239,865	\$ 256,485	\$ 30,828	\$ 336,377	\$ 133,921	\$ 2,059,476
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 403,977	\$ 404,300	\$ 403,640	\$ 403,236	\$ 403,458	\$ 404,612	\$ 404,683	\$ 405,252	\$ 405,667	\$ 405,670	\$ 405,636	\$ 4,450,130
18	Non-Legacy RTEP Expenses (507509)	(507509)	\$ 1,714,777	\$ 1,715,476	\$ 1,712,678	\$ 1,710,964	\$ 1,716,028	\$ 1,722,343	\$ 1,722,006	\$ 1,725,593	\$ 1,762,622	\$ 1,727,303	\$ 1,851,961	\$ 19,082,652
19	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	Meter Correction (508012)	(508012)	\$ 349	\$ (3,744)	\$ (1,714)	\$ 848	\$ (2,083)	\$ (5,308)	\$ (82)	\$ (516)	\$ 22,440	\$ (5,905)	\$ (124)	\$ 4,162
21	Emergency Energy (508013)	(508013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	\$ 19,802	\$ 28,315	\$ 27,894	\$ 20,986	\$ 27,704	\$ 203,117	\$ 220,140	\$ 194,630	\$ 83,569	\$ 153,207	\$ 122,668	\$ 1,102,034
23	Planning Period Congestion Uplift (570039)	(570039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	PJM Customer Default (508510)	(508510)	\$ 54,182	\$ 31,188	\$ 9,247	\$ 4,628	\$ 7,652	\$ 7,777	\$ 1,930	\$ (186)	\$ (442)	\$ (783)	\$ (1,346)	\$ 113,847
25	Total NITS & Other FERC/RTO Expenses		\$ 26,194,573	\$ 25,043,651	\$ 26,353,724	\$ 25,513,770	\$ 26,260,613	\$ 25,758,547	\$ 26,770,448	\$ 26,718,635	\$ 25,607,923	\$ 26,721,328	\$ 25,878,049	\$ 286,821,261
26	Prior Period NITS & Other FERC/RTO Expense Adjustments:													
27	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28	Load Reconciliation for Reactive Services/Sch. 2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	MTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	PJM Integration Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	MISO Exit Fee Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	Non-Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35	Generation Deactivation Charges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	Meter Correction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Emergency Energy		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	Planning Period Congestion Uplift		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	PJM Customer Default		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
42	Adjusted NITS & Other FERC/RTO Expenses:													
43	NITS Expenses	L9 + L24	\$ 23,244,746	\$ 21,761,483	\$ 23,221,220	\$ 22,458,606	\$ 23,214,153	\$ 22,494,760	\$ 23,257,328	\$ 23,284,310	\$ 22,557,189	\$ 23,306,910	\$ 22,559,624	\$ 251,360,329
44	Load Reconciliation for Reactive Services/Sch. 2	L10 + L25	\$ 686,370	\$ 785,095	\$ 777,975	\$ 747,862	\$ 764,335	\$ 759,740	\$ 923,878	\$ 853,068	\$ 746,050	\$ 798,549	\$ 805,708	\$ 8,648,631
45	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L11 + L26	\$ 70,389	\$ 321,536	\$ 202,784	\$ 166,640	\$ 129,365	\$ 171,507	\$ 239,865	\$ 256,485	\$ 30,828	\$ 336,377	\$ 133,921	\$ 2,059,476
46	MTEP Expenses	L12 + L27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
47	PJM Integration Expenses	L13 + L28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
48	MISO Exit Fee Expenses	L14 + L29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
49	Legacy RTEP Expenses	L15 + L30	\$ 403,977	\$ 404,300	\$ 403,640	\$ 403,236	\$ 403,458	\$ 404,612	\$ 404,683	\$ 405,252	\$ 405,667	\$ 405,670	\$ 405,636	\$ 4,450,130
50	Non-Legacy RTEP Expenses	L16 + L31	\$ 1,714,777	\$ 1,715,476	\$ 1,712,678	\$ 1,710,964	\$ 1,716,028	\$ 1,722,343	\$ 1,722,006	\$ 1,725,593	\$ 1,762,622	\$ 1,727,303	\$ 1,851,961	\$ 19,082,652
51	Generation Deactivation Charges	L17 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
52	Meter Correction	L18 + L33	\$ 349	\$ (3,744)	\$ (1,714)	\$ 848	\$ (2,083)	\$ (5,308)	\$ (82)	\$ (516)	\$ 22,440	\$ (5,905)	\$ (124)	\$ 4,162
53	Emergency Energy	L19 + L34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L20 + L35	\$ 19,802	\$ 28,315	\$ 27,894	\$ 20,986	\$ 27,704	\$ 203,117	\$ 220,140	\$ 194,630	\$ 83,569	\$ 153,207	\$ 122,668	\$ 1,102,034
55	Planning Period Congestion Uplift	L21 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
56	PJM Customer Default	L22 + L37	\$ 54,182	\$ 31,188	\$ 9,247	\$ 4,628	\$ 7,652	\$ 7,777	\$ 1,930	\$ (186)	\$ (442)	\$ (783)	\$ (1,346)	\$ 113,847
57	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L39 - L52)	\$ 26,194,573	\$ 25,043,651	\$ 26,353,724	\$ 25,513,770	\$ 26,260,613	\$ 25,758,547	\$ 26,770,448	\$ 26,718,635	\$ 25,607,923	\$ 26,721,328	\$ 25,878,049	\$ 286,821,261
58	Recoverable NITS & Other FERC/RTO Expenses:													
59	Total Adjusted Rider NMB Monthly Recoverable Expenses	L53	\$ 26,194,573	\$ 25,043,651	\$ 26,353,724	\$ 25,513,770	\$ 26,260,613	\$ 25,758,547	\$ 26,770,448	\$ 26,718,635	\$ 25,607,923	\$ 26,721,328	\$ 25,878,049	\$ 286,821,261
60	Monthly Principal Over/(Under)	L54 - L8	\$ 1,188,519	\$ (174,215)	\$ 2,668,038	\$ 1,586,015	\$ 3,161,546	\$ (908,461)	\$ (5,111,489)	\$ (2,306,324)	\$ (120,637)	\$ 2,587,116	\$ 1,511,629	\$ 5,241,263
61	Calculate Interest:													
62	Balance Subject to Interest		\$ 14,912,703	\$ 15,501,129	\$ 16,827,522	\$ 19,040,523	\$ 21,518,074	\$ 22,761,889	\$ 16,275,384	\$ 15,150,804	\$ 16,466,415	\$ 18,605,529	\$ 216,983,243	
63	Prior Period Interest Adjustment		\$ -	\$ -	\$ (735)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (735)	
64	Monthly Interest Over/(Under)		\$ 81,274	\$ 84,481	\$ 90,975	\$ 103,771	\$ 117,274	\$ 124,052	\$ 108,324	\$ 88,701	\$ 82,571	\$ 89,742	\$ 101,400	\$ 1,181,823
65	Monthly Deferral Over/(Under)		\$ (1,269,793)	\$ 89,733	\$ (2,749,012)	\$ (1,689,786)	\$ (3,278,819)	\$ 784,409	\$ 5,003,165	\$ 2,217,623	\$ 38,066	\$ (2,676,858)	\$ (1,613,029)	\$ (6,423,086)
66	Cumulative NMB Principal Balance		\$ 12,742,772	\$ 12,568,557	\$ 15,226,595	\$ 16,812,610	\$ 19,974,155	\$ 19,065,694	\$ 13,954,205	\$ 11,647,881	\$ 11,527,244	\$ 14,114,360	\$ 15,625,988	
67	Cumulative NMB Interest Balance		\$ 2,845,466	\$ 2,929,946	\$ 3,020,920	\$ 3,124,691	\$ 3,241,965	\$ 3,369,017	\$ 3,474,341	\$ 3,563,042	\$ 3,645,613	\$ 3,735,355	\$ 3,836,755	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	L59 + L1	\$ 15,588,236	\$ 15,498,503	\$ 18,247,515	\$ 19,937,301	\$ 23,216,120	\$ 22,431,711	\$ 17,428,546	\$ 15,210,923	\$ 15,172,857	\$ 17,849,714	\$ 19,462,743	

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2020

Line No.	Description	Source	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	Jul 2020	Aug 2020	Sep 2020	Oct 2020	Nov 2020	YTD 2020
1	Beginning Balance - Regulatory Asset/(Liability) 182155		\$ 8,448,111	\$ 10,347,381	\$ 11,180,912	\$ 12,135,764	\$ 12,408,361	\$ 14,594,701	\$ 13,224,004	\$ 10,051,594	\$ 7,435,507	\$ 7,279,277	\$ 7,964,208	
2	Revenues													
3	Non-Market Based Rider (NMB) Revenues		\$ 19,555,853	\$ 19,725,621	\$ 20,255,436	\$ 20,340,440	\$ 19,000,061	\$ 22,086,071	\$ 24,612,107	\$ 23,981,364	\$ 20,648,340	\$ 20,656,430	\$ 20,089,186	\$ 230,960,910
4	Total Adjusted NMB Revenues		\$ 19,555,853	\$ 19,725,621	\$ 20,255,436	\$ 20,340,440	\$ 19,000,061	\$ 22,086,071	\$ 24,612,107	\$ 23,981,364	\$ 20,648,340	\$ 20,656,430	\$ 20,089,186	\$ 230,960,910
5	Monthly CAT Amount		\$ 50,845	\$ 51,287	\$ 52,684	\$ 52,855	\$ 49,400	\$ 57,450	\$ 63,991	\$ 62,352	\$ 53,668	\$ 53,707	\$ 52,232	\$ 600,498
6	Total Adjusted CAT Amount		\$ 50,845	\$ 51,287	\$ 52,684	\$ 52,855	\$ 49,400	\$ 57,450	\$ 63,991	\$ 62,352	\$ 53,668	\$ 53,707	\$ 52,232	\$ 600,498
7	NMB Revenues Excluding CAT	L3 - L5	\$ 19,505,008	\$ 19,674,334	\$ 20,202,752	\$ 20,287,585	\$ 18,950,661	\$ 22,028,621	\$ 24,548,116	\$ 23,919,013	\$ 20,594,672	\$ 20,602,723	\$ 20,036,954	\$ 230,360,411
8	NMB Revenue Associated with amortization of Legacy RTEP expenses		\$ 1,169,272	\$ 1,169,272	\$ 788,416	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 11,232,826
9	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7	\$ 18,335,736	\$ 18,505,062	\$ 19,414,357	\$ 19,386,904	\$ 18,050,009	\$ 21,137,969	\$ 23,647,464	\$ 23,018,361	\$ 19,694,003	\$ 19,702,071	\$ 19,136,303	\$ 219,127,585
10	NITS & Other FERC/RTO Expenses:													
11	NITS Expenses (507003)	(507003)	\$ 17,910,557	\$ 16,764,116	\$ 17,002,674	\$ 17,246,937	\$ 17,822,214	\$ 17,227,366	\$ 17,795,672	\$ 17,780,753	\$ 17,194,542	\$ 17,772,648	\$ 17,210,294	\$ 192,627,770
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ 530,279	\$ 604,790	\$ 569,820	\$ 574,333	\$ 586,758	\$ 581,861	\$ 707,872	\$ 651,416	\$ 568,605	\$ 608,816	\$ 614,782	\$ 6,629,333
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	\$ 58,005	\$ 242,835	\$ 153,587	\$ 132,181	\$ 106,967	\$ 138,463	\$ 175,415	\$ 193,414	\$ 24,240	\$ 257,782	\$ 103,325	\$ 1,586,214
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 311,281	\$ 311,456	\$ 311,205	\$ 309,704	\$ 309,724	\$ 309,887	\$ 309,702	\$ 309,455	\$ 309,242	\$ 309,284	\$ 309,512	\$ 3,410,453
18	Non-Legacy RTEP Expenses (507509)	(507509)	\$ 1,321,323	\$ 1,321,535	\$ 1,320,468	\$ 1,314,103	\$ 1,317,348	\$ 1,319,120	\$ 1,318,534	\$ 1,317,682	\$ 1,343,659	\$ 1,317,139	\$ 1,413,173	\$ 14,624,085
19	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	Meter Correction (506012)	(506012)	\$ 192	\$ (1,962)	\$ (827)	\$ 435	\$ (1,112)	\$ (2,916)	\$ (41)	\$ (266)	\$ 11,793	\$ (3,194)	\$ (66)	\$ 2,046
21	Emergency Energy (506013)	(506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	\$ 11,950	\$ 14,155	\$ 12,689	\$ 11,658	\$ 15,373	\$ 112,100	\$ 103,221	\$ 102,434	\$ 46,032	\$ 83,675	\$ 63,976	\$ 577,263
23	Planning Period Congestion Uplift (507039)	(507039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)	\$ 40,337	\$ 23,163	\$ 6,840	\$ 3,449	\$ 5,696	\$ 5,791	\$ 1,426	\$ (137)	\$ (329)	\$ (583)	\$ (1,001)	\$ 84,651
25	Total NITS & Other FERC/RTO Expenses		\$ 20,183,926	\$ 19,280,088	\$ 20,306,456	\$ 19,592,799	\$ 20,162,966	\$ 19,691,672	\$ 20,411,801	\$ 20,354,751	\$ 19,497,783	\$ 20,345,577	\$ 19,713,995	\$ 219,541,814
26	Prior Period NITS & Other FERC/RTO Expense Adjustments:													
27	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28	Load Reconciliation for Reactive Services/Sch. 2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	MTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	PJM Integration Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	MISO Exit Fee Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	Non-Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35	Generation Deactivation Charges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	Meter Correction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Emergency Energy		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	Planning Period Congestion Uplift		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	PJM Customer Default		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
42	Adjusted NITS & Other FERC/RTO Expenses:													
43	NITS Expenses	L9 + L24	\$ 17,910,557	\$ 16,764,116	\$ 17,002,674	\$ 17,246,937	\$ 17,822,214	\$ 17,227,366	\$ 17,795,672	\$ 17,780,753	\$ 17,194,542	\$ 17,772,648	\$ 17,210,294	\$ 192,627,770
44	Load Reconciliation for Reactive Services/Sch. 2	L10 + L25	\$ 530,279	\$ 604,790	\$ 569,820	\$ 574,333	\$ 586,758	\$ 581,861	\$ 707,872	\$ 651,416	\$ 568,605	\$ 608,816	\$ 614,782	\$ 6,629,333
45	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L11 + L26	\$ 58,005	\$ 242,835	\$ 153,587	\$ 132,181	\$ 106,967	\$ 138,463	\$ 175,415	\$ 193,414	\$ 24,240	\$ 257,782	\$ 103,325	\$ 1,586,214
46	MTEP Expenses	L12 + L27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
47	PJM Integration Expenses	L13 + L28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
48	MISO Exit Fee Expenses	L14 + L29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
49	Legacy RTEP Expenses	L15 + L30	\$ 311,281	\$ 311,456	\$ 311,205	\$ 309,704	\$ 309,724	\$ 309,887	\$ 309,702	\$ 309,455	\$ 309,242	\$ 309,284	\$ 309,512	\$ 3,410,453
50	Non-Legacy RTEP Expenses	L16 + L31	\$ 1,321,323	\$ 1,321,535	\$ 1,320,468	\$ 1,314,103	\$ 1,317,348	\$ 1,319,120	\$ 1,318,534	\$ 1,317,682	\$ 1,343,659	\$ 1,317,139	\$ 1,413,173	\$ 14,624,085
51	Generation Deactivation Charges	L17 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
52	Meter Correction	L18 + L33	\$ 192	\$ (1,962)	\$ (827)	\$ 435	\$ (1,112)	\$ (2,916)	\$ (41)	\$ (266)	\$ 11,793	\$ (3,194)	\$ (66)	\$ 2,046
53	Emergency Energy	L19 + L34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L20 + L35	\$ 11,950	\$ 14,155	\$ 12,689	\$ 11,658	\$ 15,373	\$ 112,100	\$ 103,221	\$ 102,434	\$ 46,032	\$ 83,675	\$ 63,976	\$ 577,263
55	Planning Period Congestion Uplift	L21 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
56	PJM Customer Default	L22 + L37	\$ 40,337	\$ 23,163	\$ 6,840	\$ 3,449	\$ 5,696	\$ 5,791	\$ 1,426	\$ (137)	\$ (329)	\$ (583)	\$ (1,001)	\$ 84,651
57	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L39 - L52)	\$ 20,183,926	\$ 19,280,088	\$ 20,306,456	\$ 19,592,799	\$ 20,162,966	\$ 19,691,672	\$ 20,411,801	\$ 20,354,751	\$ 19,497,783	\$ 20,345,577	\$ 19,713,995	\$ 219,541,814
58	Recoverable NITS & Other FERC/RTO Expenses:													
59	Total Adjusted Rider NMB Monthly Recoverable Expenses	L53	\$ 20,183,926	\$ 19,280,088	\$ 20,306,456	\$ 19,592,799	\$ 20,162,966	\$ 19,691,672	\$ 20,411,801	\$ 20,354,751	\$ 19,497,783	\$ 20,345,577	\$ 19,713,995	\$ 219,541,814
60	Monthly Principal Over/(Under)	L54 - L8	\$ 1,848,191	\$ 775,026	\$ 862,069	\$ 205,865	\$ 2,112,957	\$ (1,446,297)	\$ (3,235,663)	\$ (2,663,609)	\$ (196,219)	\$ 643,506	\$ 577,692	\$ 414,229
61	Calculate Interest													
62	Balance Subject to Interest		\$ 9,372,207	\$ 10,734,894	\$ 11,626,961	\$ 12,238,712	\$ 13,464,839	\$ 13,871,552	\$ 11,606,172	\$ 8,719,789	\$ 7,337,398	\$ 7,801,030	\$ 8,253,055	\$ 123,963,813
63	Prior Period Interest Adjustment		\$ -	\$ -	\$ (613)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (613)
64	Monthly Interest Over/(Under)		\$ 51,079	\$ 66,505	\$ 62,794	\$ 66,701	\$ 73,363	\$ 75,600	\$ 63,264	\$ 47,623	\$ 39,969	\$ 41,426	\$ 44,979	\$ 674,444
65	Monthly Deferral Over/(Under)		\$ (1,896,269)	\$ (633,531)	\$ (954,853)	\$ (272,586)	\$ (2,169,340)	\$ 1,370,697	\$ 3,172,410	\$ 2,616,067	\$ 159,231	\$ (684,932)	\$ (622,671)	\$ (1,088,673)
66	Cumulative NMB Principal Balance		\$ 9,186,799	\$ 9,961,825	\$ 10,853,024	\$ 11,056,819	\$ 13,172,777	\$ 11,726,479	\$ 8,460,816	\$ 5,827,206	\$ 5,630,987	\$ 6,274,493	\$ 6,852,185	
67	Cumulative NMB Interest Balance		\$ 1,160,581	\$ 1,219,087	\$ 1,281,840	\$ 1,348,541	\$ 1,421,825	\$ 1,497,524	\$ 1,560,778	\$ 1,608,301	\$ 1,688,290	\$ 1,689,715	\$ 1,734,695	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L59 + L1	\$ 10,347,381	\$ 11,180,912	\$ 12,135,764	\$ 12,408,361	\$ 14,594,701	\$ 13,224,004	\$ 10,051,594	\$ 7,435,507	\$ 7,279,277	\$ 7,964,208	\$ 8,586,880	

THE TOLEDO EDISON COMPANY (TE)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2020

Line No.	Description	Source	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	Jul 2020	Aug 2020	Sep 2020	Oct 2020	Nov 2020	YTD 2020
1	Beginning Balance - Regulatory Asset/(Liability) 182155		\$ 2,518,422	\$ 2,637,796	\$ 3,456,891	\$ 5,298,851	\$ 6,110,437	\$ 7,668,076	\$ 6,880,663	\$ 4,321,958	\$ 3,016,587	\$ 2,438,588	\$ 2,845,753	
2	Revenues													
3	Non-Market Based Rider (NMB) Revenues		\$ 11,293,634	\$ 10,107,574	\$ 9,447,411	\$ 9,573,007	\$ 8,782,948	\$ 10,915,829	\$ 13,057,213	\$ 11,780,987	\$ 10,594,848	\$ 10,037,307	\$ 9,953,849	\$ 115,524,505
4	Total Adjusted NMB Revenues		\$ 11,293,634	\$ 10,107,574	\$ 9,447,411	\$ 9,573,007	\$ 8,782,948	\$ 10,915,829	\$ 13,057,213	\$ 11,780,987	\$ 10,594,848	\$ 10,037,307	\$ 9,953,849	\$ 115,524,505
5	Monthly CAT Amount		\$ 29,363	\$ 28,280	\$ 24,563	\$ 24,890	\$ 22,535	\$ 28,381	\$ 33,949	\$ 30,579	\$ 27,547	\$ 28,097	\$ 25,880	\$ 300,384
6	Total Adjusted CAT Amount		\$ 29,363	\$ 28,280	\$ 24,563	\$ 24,890	\$ 22,535	\$ 28,381	\$ 33,949	\$ 30,579	\$ 27,547	\$ 28,097	\$ 25,880	\$ 300,384
7	NMB Revenues Excluding CAT	L3 - L5	\$ 11,264,270	\$ 10,081,295	\$ 9,422,848	\$ 9,548,117	\$ 8,760,412	\$ 10,887,448	\$ 13,023,264	\$ 11,750,408	\$ 10,567,301	\$ 10,011,210	\$ 9,927,969	\$ 115,224,142
8	NMB Revenue Associated with amortization of Legacy RTEP expenses		\$ 699,552	\$ 699,552	\$ 514,171	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 6,987,358
9	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7	\$ 10,564,718	\$ 9,381,743	\$ 8,908,677	\$ 8,984,330	\$ 8,196,225	\$ 10,323,661	\$ 12,459,477	\$ 11,186,621	\$ 10,003,514	\$ 9,447,423	\$ 9,364,182	\$ 108,236,784
10	NITS & Other FERC/RTO Expenses:													
11	NITS Expenses (507003)	(507003)	\$ 9,473,966	\$ 8,839,891	\$ 9,452,187	\$ 8,584,267	\$ 8,589,575	\$ 8,302,243	\$ 8,579,728	\$ 8,574,388	\$ 8,291,138	\$ 8,568,656	\$ 8,279,470	\$ 95,535,511
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ 281,810	\$ 318,904	\$ 316,884	\$ 287,151	\$ 281,046	\$ 280,131	\$ 338,824	\$ 314,162	\$ 274,163	\$ 293,597	\$ 295,985	\$ 3,282,259
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	\$ 30,767	\$ 139,670	\$ 85,464	\$ 73,284	\$ 56,583	\$ 78,942	\$ 105,658	\$ 110,507	\$ 14,690	\$ 152,747	\$ 63,957	\$ 912,269
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 164,686	\$ 164,239	\$ 164,303	\$ 155,080	\$ 148,392	\$ 149,194	\$ 149,449	\$ 149,239	\$ 149,110	\$ 149,150	\$ 149,015	\$ 1,691,858
18	Non-Legacy RTEP Expenses (507509)	(507509)	\$ 699,053	\$ 696,883	\$ 697,153	\$ 658,017	\$ 631,168	\$ 635,086	\$ 636,270	\$ 635,470	\$ 647,889	\$ 635,643	\$ 675,476	\$ 7,248,107
19	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	Meter Correction (506012)	(506012)	\$ 87	\$ (968)	\$ (481)	\$ 228	\$ (554)	\$ (1,308)	\$ (21)	\$ (143)	\$ 6,541	\$ (1,664)	\$ (35)	\$ 1,683
21	Emergency Energy (506013)	(506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	\$ 4,970	\$ 7,601	\$ 8,231	\$ 5,305	\$ 7,268	\$ 49,442	\$ 59,675	\$ 57,754	\$ 27,328	\$ 42,400	\$ 34,747	\$ 304,722
23	Planning Period Congestion Uplift (570039)	(570039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)	\$ 14,940	\$ 17,854	\$ 3,573	\$ 1,778	\$ 2,941	\$ 2,982	\$ 743	\$ (71)	\$ (170)	\$ (302)	\$ (518)	\$ 43,752
25	Total NITS & Other FERC/RTO Expenses		\$ 10,670,080	\$ 10,184,075	\$ 10,727,114	\$ 9,785,111	\$ 9,716,420	\$ 9,496,711	\$ 9,870,327	\$ 9,841,307	\$ 9,410,690	\$ 9,840,226	\$ 9,498,098	\$ 109,020,161
26	Prior Period NITS & Other FERC/RTO Expense Adjustments:													
27	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28	Load Reconciliation for Reactive Services/Sch. 2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	MTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	PJM Integration Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	MISO Exit Fee Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	Non-Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35	Generation Deactivation Charges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	Meter Correction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Emergency Energy		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	Planning Period Congestion Uplift		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	PJM Customer Default		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
42	Adjusted NITS & Other FERC/RTO Expenses:													
43	NITS Expenses	L9 + L24	\$ 9,473,966	\$ 8,839,891	\$ 9,452,187	\$ 8,584,267	\$ 8,589,575	\$ 8,302,243	\$ 8,579,728	\$ 8,574,388	\$ 8,291,138	\$ 8,568,656	\$ 8,279,470	\$ 95,535,511
44	Load Reconciliation for Reactive Services/Sch. 2	L10 + L25	\$ 281,810	\$ 318,904	\$ 316,884	\$ 287,151	\$ 281,046	\$ 280,131	\$ 338,824	\$ 314,162	\$ 274,163	\$ 293,597	\$ 295,985	\$ 3,282,259
45	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L11 + L26	\$ 30,767	\$ 139,670	\$ 85,464	\$ 73,284	\$ 56,583	\$ 78,942	\$ 105,658	\$ 110,507	\$ 14,690	\$ 152,747	\$ 63,957	\$ 912,269
46	MTEP Expenses	L12 + L27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
47	PJM Integration Expenses	L13 + L28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
48	MISO Exit Fee Expenses	L14 + L29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
49	Legacy RTEP Expenses	L15 + L30	\$ 164,686	\$ 164,239	\$ 164,303	\$ 155,080	\$ 148,392	\$ 149,194	\$ 149,449	\$ 149,239	\$ 149,110	\$ 149,150	\$ 149,015	\$ 1,691,858
50	Non-Legacy RTEP Expenses	L16 + L31	\$ 699,053	\$ 696,883	\$ 697,153	\$ 658,017	\$ 631,168	\$ 635,086	\$ 636,270	\$ 635,470	\$ 647,889	\$ 635,643	\$ 675,476	\$ 7,248,107
51	Generation Deactivation Charges	L17 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
52	Meter Correction	L18 + L33	\$ 87	\$ (968)	\$ (481)	\$ 228	\$ (554)	\$ (1,308)	\$ (21)	\$ (143)	\$ 6,541	\$ (1,664)	\$ (35)	\$ 1,683
53	Emergency Energy	L19 + L34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ 4,970	\$ 7,601	\$ 8,231	\$ 5,305	\$ 7,268	\$ 49,442	\$ 59,675	\$ 57,754	\$ 27,328	\$ 42,400	\$ 34,747	\$ 304,722
55	Planning Period Congestion Uplift	L20 + L35	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
56	PJM Customer Default	L21 + L36	\$ 14,940	\$ 17,854	\$ 3,573	\$ 1,778	\$ 2,941	\$ 2,982	\$ 743	\$ (71)	\$ (170)	\$ (302)	\$ (518)	\$ 43,752
57	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L30 - L52)	\$ 10,670,080	\$ 10,184,075	\$ 10,727,114	\$ 9,785,111	\$ 9,716,420	\$ 9,496,711	\$ 9,870,327	\$ 9,841,307	\$ 9,410,690	\$ 9,840,226	\$ 9,498,098	\$ 109,020,161
58	Recoverable NITS & Other FERC/RTO Expenses:													
59	Total Adjusted Rider NMB Monthly Recoverable Expenses	L53	\$ 10,670,080	\$ 10,184,075	\$ 10,727,114	\$ 9,785,111	\$ 9,716,420	\$ 9,496,711	\$ 9,870,327	\$ 9,841,307	\$ 9,410,690	\$ 9,840,226	\$ 9,498,098	\$ 109,020,161
60	Monthly Principal Over/(Under)	L54 - L8	\$ 105,362	\$ 802,332	\$ 1,818,437	\$ 780,781	\$ 1,520,194	\$ (826,950)	\$ (2,589,150)	\$ (1,325,314)	\$ (592,824)	\$ 362,805	\$ 133,916	\$ 783,377
61	Calculate Interest													
62	Balance Subject to Interest		\$ 2,571,103	\$ 3,038,962	\$ 4,365,909	\$ 5,689,041	\$ 6,870,534	\$ 7,254,601	\$ 5,586,088	\$ 3,659,300	\$ 2,720,175	\$ 2,634,990	\$ 2,912,711	\$ 50,580,852
63	Prior Period Interest Adjustment		\$ -	\$ -	\$ (271)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (271)
64	Monthly Interest Over/(Under)		\$ 14,913	\$ 16,562	\$ 23,523	\$ 31,955	\$ 37,444	\$ 39,636	\$ 30,444	\$ 19,943	\$ 14,525	\$ 14,381	\$ 15,674	\$ 275,395
65	Monthly Deferral Over/(Under)		\$ (119,374)	\$ (819,895)	\$ (1,841,960)	\$ (811,660)	\$ (1,567,839)	\$ 797,412	\$ 2,559,708	\$ 1,305,371	\$ 577,999	\$ (407,160)	\$ (149,700)	\$ (1,058,771)
66	Cumulative NMB Principal Balance		\$ 2,710,501	\$ 3,512,834	\$ 5,331,271	\$ 6,112,051	\$ 7,632,246	\$ 6,805,296	\$ 4,216,146	\$ 2,890,832	\$ 2,268,098	\$ 2,690,813	\$ 2,824,729	
67	Cumulative NMB Interest Balance		\$ (72,705)	\$ (56,143)	\$ (32,620)	\$ (1,615)	\$ 35,830	\$ 75,367	\$ 105,811	\$ 125,755	\$ 140,580	\$ 154,940	\$ 170,815	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	L59 + L1	\$ 2,637,796	\$ 3,456,891	\$ 5,298,851	\$ 6,110,437	\$ 7,668,076	\$ 6,880,663	\$ 4,321,958	\$ 3,016,587	\$ 2,438,588	\$ 2,845,753	\$ 2,995,544	

OHIO EDISON COMPANY (OE)
Estimated (Over) / Under Collection as of February 28, 2021

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Dec 2020	Jan 2021	Feb 2021
1	Beginning Balance - Regulatory Asset/(Liability) 182155					
	Revenues					
2	Non-Market Based Rider (NMB) Revenues					
3	Total Adjusted NMB Revenues					
4	Monthly CAT Amount					
5	Total Adjusted CAT Amount					
6	NMB Revenues Excluding CAT	L3 - L5				
7	NMB Revenue Associated with amortization of Legacy RTEP expenses					
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7				
	NITS & Other FERC/RTO Expenses					
9	NITS Expenses (507003)	(507003)				
10	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)				
11	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)				
12	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)				
13	PJM Integration Expenses (507514)	(507514)				
14	MISO Exit Fee Expenses (507515)	(507515)				
15	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)				
16	Non-Legacy RTEP Expenses (507509)	(507509)				
17	Generation Deactivation Charges (507007)	(507007)				
18	Meter Correction (506012)	(506012)				
19	Emergency Energy (506013)	(506013)				
20	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)				
21	Planning Period Congestion Uplift (570039)	(570039)				
22	PJM Customer Default (506510)	(506510)				
23	Total NITS & Other FERC/RTO Expenses					
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
24	NITS Expenses					
25	Load Reconciliation for Reactive Services/Sch. 2					
26	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1					
27	MTEP Expenses					
28	PJM Integration Expenses					
29	MISO Exit Fee Expenses					
30	Legacy RTEP Expenses					
31	Non-Legacy RTEP Expenses					
32	Generation Deactivation Charges					
33	Meter Correction					
34	Emergency Energy					
35	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services					
36	Planning Period Congestion Uplift					
37	PJM Customer Default					
38	Total Prior Period NITS & Other FERC/RTO Expense Adjustments					
	Adjusted NITS & Other FERC/RTO Expenses					
39	NITS Expenses	L9 + L24				
40	Load Reconciliation for Reactive Services/Sch. 2	L10 + L25				
41	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L11 + L26				
42	MTEP Expenses	L12 + L27				
43	PJM Integration Expenses	L13 + L28				
44	MISO Exit Fee Expenses	L14 + L29				
45	Legacy RTEP Expenses	L15 + L30				
46	Non-Legacy RTEP Expenses	L16 + L31				
47	Generation Deactivation Charges	L17 + L32				
48	Meter Correction	L18 + L33				
49	Emergency Energy	L19 + L34				
50	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L20 + L35				
51	Planning Period Congestion Uplift	L21 + L36				
52	PJM Customer Default	L22 + L37				
53	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L39-L52)				
	Recoverable NITS & Other FERC/RTO Expenses					
54	Total Adjusted Rider NMB Monthly Recoverable Expenses	L53				
55	Monthly Principal Over/(Under)	L54 - L8				
	Calculate Interest					
56	Balance Subject to Interest					
57	Prior Period Interest Adjustment					
58	Monthly Interest Over/(Under)					
59	Monthly Deferral Over/(Under)					
60	Cumulative NMB Principal Balance		\$ 15,625,988			
61	Cumulative NMB Interest Balance		\$ 3,836,755			
62	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L59 + L1	\$ 19,462,743	\$ 21,856,547	\$ 27,308,554	\$ 31,792,985

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)
Estimated (Over) / Under Collection as of February 28, 2021

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Dec 2020	Jan 2021	Feb 2021
1	Beginning Balance - Regulatory Asset/(Liability) 182155					
	Revenues					
2	Non-Market Based Rider (NMB) Revenues					
3	Total Adjusted NMB Revenues					
4	Monthly CAT Amount					
5	Total Adjusted CAT Amount					
6	NMB Revenues Excluding CAT	L3 - L5				
7	NMB Revenue Associated with amortization of Legacy RTEP expenses					
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7				
	NITS & Other FERC/RTO Expenses					
9	NITS Expenses (507003)	(507003)				
10	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)				
11	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)				
12	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)				
13	PJM Integration Expenses (507514)	(507514)				
14	MISO Exit Fee Expenses (507515)	(507515)				
15	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)				
16	Non-Legacy RTEP Expenses (507509)	(507509)				
17	Generation Deactivation Charges (507007)	(507007)				
18	Meter Correction (506012)	(506012)				
19	Emergency Energy (506013)	(506013)				
20	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)				
21	Planning Period Congestion Uplift (570039)	(570039)				
22	PJM Customer Default (506510)	(506510)				
23	Total NITS & Other FERC/RTO Expenses					
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
24	NITS Expenses					
25	Load Reconciliation for Reactive Services/Sch. 2					
26	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1					
27	MTEP Expenses					
28	PJM Integration Expenses					
29	MISO Exit Fee Expenses					
30	Legacy RTEP Expenses					
31	Non-Legacy RTEP Expenses					
32	Generation Deactivation Charges					
33	Meter Correction					
34	Emergency Energy					
35	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services					
36	Planning Period Congestion Uplift					
37	PJM Customer Default					
38	Total Prior Period NITS & Other FERC/RTO Expense Adjustments					
	Adjusted NITS & Other FERC/RTO Expenses					
39	NITS Expenses	L9 + L24				
40	Load Reconciliation for Reactive Services/Sch. 2	L10 + L25				
41	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L11 + L26				
42	MTEP Expenses	L12 + L27				
43	PJM Integration Expenses	L13 + L28				
44	MISO Exit Fee Expenses	L14 + L29				
45	Legacy RTEP Expenses	L15 + L30				
46	Non-Legacy RTEP Expenses	L16 + L31				
47	Generation Deactivation Charges	L17 + L32				
48	Meter Correction	L18 + L33				
49	Emergency Energy	L19 + L34				
50	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L20 + L35				
51	Planning Period Congestion Uplift	L21 + L36				
52	PJM Customer Default	L22 + L37				
53	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L39-L52)				
	Recoverable NITS & Other FERC/RTO Expenses					
54	Total Adjusted Rider NMB Monthly Recoverable Expenses	L53				
55	Monthly Principal Over/(Under)	L54 - L8				
	Calculate Interest					
56	Balance Subject to Interest					
57	Prior Period Interest Adjustment					
58	Monthly Interest Over/(Under)					
59	Monthly Deferral Over/(Under)					
60	Cumulative NMB Principal Balance		\$ 6,852,185			
61	Cumulative NMB Interest Balance		\$ 1,734,695			
62	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L59 + L1	\$ 8,586,880	\$ 11,080,236	\$ 15,163,265	\$ 18,442,910

THE TOLEDO EDISON COMPANY (TE)
Estimated (Over) / Under Collection as of February 28, 2021

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Dec 2020	Jan 2021	Feb 2021
1	Beginning Balance - Regulatory Asset/(Liability) 182155					
	Revenues					
2	Non-Market Based Rider (NMB) Revenues					
3	Total Adjusted NMB Revenues					
4	Monthly CAT Amount					
5	Total Adjusted CAT Amount					
6	NMB Revenues Excluding CAT	L3 - L5				
7	NMB Revenue Associated with amortization of Legacy RTEP expenses					
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7				
	NITS & Other FERC/RTO Expenses					
9	NITS Expenses (507003)	(507003)				
10	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)				
11	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)				
12	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)				
13	PJM Integration Expenses (507514)	(507514)				
14	MISO Exit Fee Expenses (507515)	(507515)				
15	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)				
16	Non-Legacy RTEP Expenses (507509)	(507509)				
17	Generation Deactivation Charges (507007)	(507007)				
18	Meter Correction (506012)	(506012)				
19	Emergency Energy (506013)	(506013)				
20	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)				
21	Planning Period Congestion Uplift (570039)	(570039)				
22	PJM Customer Default (506510)	(506510)				
23	Total NITS & Other FERC/RTO Expenses					
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
24	NITS Expenses					
25	Load Reconciliation for Reactive Services/Sch. 2					
26	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1					
27	MTEP Expenses					
28	PJM Integration Expenses					
29	MISO Exit Fee Expenses					
30	Legacy RTEP Expenses					
31	Non-Legacy RTEP Expenses					
32	Generation Deactivation Charges					
33	Meter Correction					
34	Emergency Energy					
35	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services					
36	Planning Period Congestion Uplift					
37	PJM Customer Default					
38	Total Prior Period NITS & Other FERC/RTO Expense Adjustments					
	Adjusted NITS & Other FERC/RTO Expenses					
39	NITS Expenses	L9 + L24				
40	Load Reconciliation for Reactive Services/Sch. 2	L10 + L25				
41	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L11 + L26				
42	MTEP Expenses	L12 + L27				
43	PJM Integration Expenses	L13 + L28				
44	MISO Exit Fee Expenses	L14 + L29				
45	Legacy RTEP Expenses	L15 + L30				
46	Non-Legacy RTEP Expenses	L16 + L31				
47	Generation Deactivation Charges	L17 + L32				
48	Meter Correction	L18 + L33				
49	Emergency Energy	L19 + L34				
50	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L20 + L35				
51	Planning Period Congestion Uplift	L21 + L36				
52	PJM Customer Default	L22 + L37				
53	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L39-L52)				
	Recoverable NITS & Other FERC/RTO Expenses					
54	Total Adjusted Rider NMB Monthly Recoverable Expenses	L53				
55	Monthly Principal Over/(Under)	L54 - L8				
	Calculate Interest					
56	Balance Subject to Interest					
57	Prior Period Interest Adjustment					
58	Monthly Interest Over/(Under)					
59	Monthly Deferral Over/(Under)					
60	Cumulative NMB Principal Balance		\$ 2,824,729			
61	Cumulative NMB Interest Balance		\$ 170,815			
62	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L59 + L1	\$ 2,995,544	\$ 3,755,083	\$ 6,267,424	\$ 8,456,069

Forecasted Rider NMB Revenue Excl. Pilot Participants (December 2020 - February 2021)

		Billing Units ²			Dec 2020 - Feb 2021		Revenue ⁴		
		Dec-20	Jan-21	Feb-21	Rate	Unit	Dec-20	Jan-21	Feb-21
OE	RS				\$ 0.015070	\$/kWh			
	GS				\$ 5.1919	\$/kW			
	GP				\$ 6.2306	\$/kW			
	GSU				\$ 4.9835	\$/kVa			
	GT				\$ 4.6490	\$/kVa			
	LTG ¹				\$ 0.017143	\$/kWh			
CEI	RS				\$ 0.016186	\$/kWh			
	GS				\$ 5.6681	\$/kW			
	GP				\$ 7.7474	\$/kW			
	GSU				\$ 6.1138	\$/kW			
	GT				\$ 3.5006	\$/kVa			
	LTG ¹				\$ 0.014890	\$/kWh			
TE	RS				\$ 0.016638	\$/kWh			
	GS				\$ 5.2200	\$/kW			
	GP				\$ 6.3853	\$/kW			
	GSU				\$ 5.7216	\$/kVa			
	GT				\$ 5.6420	\$/kVa			
	LTG ¹				\$ 0.011532	\$/kWh			

Note(s):

1 - LTG includes Traffic Lighting only

2 - Source: Forecast as of December 2020 less Pilot Participants as of December 1, 2020

3 - Source: Rates - Rider NMB, Sheet 119, Effective March 1, 2020

4 - Calculation: Billing Units x Rate

Forecasted Rider NMB Expenses Excl. Pilot Participants (Dec. 2020 - Feb. 2021)


	Company	G/L Account	Dec-20	Jan-21	Feb-21
Expenses					
PJM Network Service	OE	507003			
	CE	507003			
	TE	507003			
	Total				
PJM Ancillaries - Sch 2 Reactive	OE	507105			
	CE	507105			
	TE	507105			
	Total				
Schedule 1A - Scheduling and Dispatch	OE	507502			
	CE	507502			
	TE	507502			
	Total				
Non-Legacy RTEP Expenses	OE	507509			
	CE	507509			
	TE	507509			
	Total				
Legacy RTEP Expenses	OE	507510			
	CE	507510			
	TE	507510			
	Total				
Generation Deactivation Charges	OE	507007			
	CE	507007			
	TE	507007			
	Total				
PJM Customer Default	OE	506510			
	CE	506510			
	TE	506510			
	Total				
Meter Correction	OE	506012			
	CE	506012			
	TE	506012			
	Total				
Emergency Energy	OE	506013			
	CE	506013			
	TE	506013			
	Total				
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	OE	507008			
	CE	507008			
	TE	507008			
	Total				
Planning Period Congestion Uplift	OE	570039			
	CE	570039			
	TE	570039			
	Total				
Total NMB Expense	OE		\$ 26,817,462	\$ 30,486,571	\$ 27,571,160
	CE		\$ 20,421,078	\$ 22,554,511	\$ 20,394,107
	TE		\$ 9,839,426	\$ 11,431,281	\$ 10,337,899
	Total		\$57,077,966	\$64,472,363	\$58,303,166

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

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Filed pursuant to Orders dated May 27, 2009, July 18, 2012, July 17, 2019 in
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Filed pursuant to Orders dated May 27, 2009, July 18, 2012 and July 17, 2019 in
Case Nos. 08-935-EL-SSO et al., 12-1230-EL-SSO, and 18-1656-EL-ATA et al., and March 31, 2016 and August 22,
2019 in Case No. 14-1297-EL-SSO, respectively, before

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RIDER NMB
Non-Market-Based Services Rider

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

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

E = Starting June 1, 2012, any net over- or under-collection of the Non-Market-Based Services-related costs, including applicable interest, invoiced during the period from June 1, 2011 to March 31, 2012, allocated to rate schedules. Thereafter, E will be calculated for the 12-month period immediately preceding the Computation Period.

BU = Forecasted billing units for the Computation Period for each rate schedule.

CAT = The Commercial Activity Tax rate as established in Section 5751.03 of the Ohio Revised Code.

NMB charges:

RS (all kWhs, per kWh)	2.4802¢
GS* (per kW of Billing Demand)	\$6.7011
GP* (per kW of Billing Demand)	\$6.2622
GSU (per kVa of Billing Demand)	\$6.0679
GT (per kVa of Billing Demand)	\$8.7854
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.3031¢
POL (all kWhs, per kWh)	0.0000¢

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

RIDER UPDATES:

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

Filed pursuant to Orders dated August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016, March 28, 2018, February 27, 2019 and October 23, 2019 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, 17-2378-EL-RDR, 18-1818-EL-RDR and 20-1768-EL-RDR, respectively, before

The Public Utilities Commission of Ohio

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