

June 17, 2021

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

SUBJECT: Case Nos. 21-0695-EL-RDR  
89-6001-EL-TRF

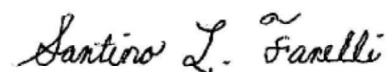
Dear Ms. Troupe:

In response to and compliance with the Finding and Order of February 24, 2021, in Case No. 20-1768-EL-RDR, please file the attached tariff pages on behalf of The Cleveland Electric Illuminating Company. These tariff pages reflect changes to Rider NMB and its associated pages, to be effective September 1, 2021.

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

Please file one copy of the tariffs in Case Nos. 21-0695-EL-RDR and 89-6001-EL-TRF, and two copies to the Staff. Thank you.

Sincerely,



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. 21-0695-EL-RDR  
Cleveland Electric Illuminating Company                )  
and The Toledo Edison Company                            )

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

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In its Order in Case No. 12-1230-EL-SSO (“Order”), the Commission clarified that 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 submitted their Report on the Companies’ Rider NMB for the twelve-month period beginning March 1, 2021 in Case No. 20-1768-EL-RDR. In the Commission’s Order dated February 24, 2021 in Case No. 20-1768-EL-RDR, the Companies were directed to make an interim filing. The Companies hereby submit their interim Report for Rider NMB for the six-month period beginning September 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, 18-1818-EL-RDR and 20-1768-EL-RDR, the Companies submit the following Exhibits:

- Exhibit A: Rider NMB – Rate Design (Tariff Effective September 1, 2021)
- Exhibit B: Rider NMB - Deferral Worksheet (Actual Costs and Revenues through May 31, 2021)
- Exhibit C: Rider NMB – Estimated (Over) Under Collection as of August 31, 2021
- Exhibit D: Rider NMB –Tariff Sheets Effective September 1, 2021

Respectfully submitted,

/s/ Christine E. Watchorn

Christine E. Watchorn (0075919)  
FIRSTENERGY SERVICE COMPANY  
100 E. Broad Street, Suite 2225  
Columbus, Ohio 43215  
(614) 437-0183  
[cwatchorn@firstenergycorp.com](mailto:cwatchorn@firstenergycorp.com)  
(Willing to accept service by email)

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

Case No. 21-0695-EL-RDR  
Ohio Edison Company  
The Cleveland Electric Illuminating Company  
The Toledo Edison Company

**RATE CALCULATION FOR RIDER NMB (September 2021 - February 2022)**

| OHIO EDISON   |                             |   |                                   |  |   |   |                         |                                 |         |
|---|-----------------------------|---|-----------------------------------|--|---|---|-------------------------|---------------------------------|---------|
| Revenue Requirement<br>(Before CAT Tax)<br>6 months ending<br>Feb-22<br>(A) | Demand<br>Allocators<br>(B) | Allocated<br>Balance<br>(C) = (A) * (B) | Typical Bill<br>Adjustment<br>(D) | Total<br>Allocated<br>Balance<br>(E) = (C) - (D) | CAT Tax<br>(F) = (E) * 0.26%<br>/ (1-0.26%) | Revenue<br>Requirement<br>(G) = (E) + (F) | Billing<br>Units<br>(H) | NMB<br>Rates<br>(I) = (G) / (H) |         |
|   | RS                          |   |                                   |  |   |   |                         | \$ 0.021572                     | per kWh |
|   | GS                          |   |                                   |  |   |   |                         | \$ 6.5425                       | per kW  |
|   | GP                          |   |                                   |  |   |   |                         | \$ 7.0054                       | per kW  |
|   | GSU                         |   |                                   |  |   |   |                         | \$ 5.9977                       | per kVa |
|   | GT                          |   |                                   |  |   |   |                         | \$ 6.6161                       | per kVa |
|   | TRF                         |   |                                   |  |   |   |                         | \$ 0.019761                     | per kWh |
| \$ 195,347,335  |                             |   |                                   |  |   |   |                         |                                 |         |
| CLEVELAND ELECTRIC ILLUMINATING COMPANY                                     |                             |   |                                   |  |   |   |                         |                                 |         |
| Revenue Requirement<br>(Before CAT Tax)<br>6 months ending<br>Feb-22<br>(A) | Demand<br>Allocators<br>(B) | Allocated<br>Balance<br>(C) = (A) * (B) | Typical Bill<br>Adjustment<br>(D) | Total<br>Allocated<br>Balance<br>(E) = (C) - (D) | CAT Tax<br>(F) = (E) * 0.26%<br>/ (1-0.26%) | Revenue<br>Requirement<br>(G) = (E) + (F) | Billing<br>Units<br>(H) | NMB<br>Rates<br>(I) = (G) / (H) |         |
|   | RS                          |   |                                   |  |   |   |                         | \$ 0.022546                     | per kWh |
|   | GS                          |   |                                   |  |   |   |                         | \$ 6.2366                       | per kW  |
|   | GP                          |   |                                   |  |   |   |                         | \$ 7.6816                       | per kW  |
|   | GSU                         |   |                                   |  |   |   |                         | \$ 7.2258                       | per kW  |
|   | GT                          |   |                                   |  |   |   |                         | \$ 3.3001                       | per kVa |
|   | TRF                         |   |                                   |  |   |   |                         | \$ 0.016611                     | per kWh |
| \$ 134,523,051  |                             |   |                                   |  |   |   |                         |                                 |         |
| TOLEDO EDISON   |                             |   |                                   |  |   |   |                         |                                 |         |
| Revenue Requirement<br>(Before CAT Tax)<br>6 months ending<br>Feb-22<br>(A) | Demand<br>Allocators<br>(B) | Allocated<br>Balance<br>(C) = (A) * (B) | Typical Bill<br>Adjustment<br>(D) | Total<br>Allocated<br>Balance<br>(E) = (C) - (D) | CAT Tax<br>(F) = (E) * 0.26%<br>/ (1-0.26%) | Revenue<br>Requirement<br>(G) = (E) + (F) | Billing<br>Units<br>(H) | NMB<br>Rates<br>(I) = (G) / (H) |         |
|   | RS                          |   |                                   |  |   |   |                         | \$ 0.024019                     | per kWh |
|   | GS                          |   |                                   |  |   |   |                         | \$ 6.5000                       | per kW  |
|   | GP                          |   |                                   |  |   |   |                         | \$ 6.0130                       | per kW  |
|   | GSU                         |   |                                   |  |   |   |                         | \$ 5.9972                       | per kVa |
|   | GT                          |   |                                   |  |   |   |                         | \$ 7.7620                       | per kVa |
|   | TRF                         |   |                                   |  |   |   |                         | \$ 0.012535                     | per kWh |
| \$ 73,789,884   |                             |   |                                   |  |   |   |                         |                                 |         |

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 (D): Rate Adjustment Per Commission Order in Case No. 20-1768-EL-RDR
- 4 - Column (H): See Exhibit A, Page 5 of 6 less Exhibit A, Page 6 of 5 lines 10 - 13



**DEMAND ALLOCATORS EXCLUDING PILOT PARTICIPANTS**

| LINE NO. | RATE CODE /<br>COMPANY | JUNE<br>PEAK<br>KW<br>(B) | JULY<br>PEAK<br>KW<br>(C) | AUGUST<br>PEAK<br>KW<br>(D) | SEPTEMBER<br>PEAK<br>KW<br>(E) | AVERAGE<br>PEAK<br>KW<br>(F)=SUM(B:E)/4 | DEMAND<br>ALLOCATION<br>FACTORS<br>(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                     |                           |                           |                             |                                |   | 39.07%                                 |
| 22       | GS                     |                           |                           |                             |                                |   | 22.23%                                 |
| 23       | GP                     |                           |                           |                             |                                |   | 11.02%                                 |
| 24       | GSU                    |                           |                           |                             |                                |   | 0.24%                                  |
| 25       | GT                     |                           |                           |                             |                                |   | 27.42%                                 |
| 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

Estimated Rider NMB Expenses Excluding Pilot Participants (September 2021 - February 2022)

| Line | Company               | GL Account | Jan-21 | Oct-21 | Nov-21 | Dec-21 | Jan-22 | Feb-22 | Total |
|------|-----------------------|------------|--------|--------|--------|--------|--------|--------|-------|
| 1    | PJM Network Service   | OE 507003  |        |        |        |        |        |        |       |
| 2    |                       | CE 507003  |        |        |        |        |        |        |       |
| 3    |                       | TE 507003  |        |        |        |        |        |        |       |
| 4    |                       | Total      |        |        |        |        |        |        |       |
| 5    | PJM Ancillaries - Sch | OE 507105  |        |        |        |        |        |        |       |
| 6    |                       | CE 507105  |        |        |        |        |        |        |       |
| 7    | 2 Readline            | TE 507105  |        |        |        |        |        |        |       |
| 8    |                       | Total      |        |        |        |        |        |        |       |
| 9    |                       |            |        |        |        |        |        |        |       |
| 10   |                       |            |        |        |        |        |        |        |       |
| 11   | Schedule 1A -         | OE 507502  |        |        |        |        |        |        |       |
| 12   | Scheduling and        | CE 507502  |        |        |        |        |        |        |       |
| 13   | Dispatch              | TE 507502  |        |        |        |        |        |        |       |
| 14   |                       | Total      |        |        |        |        |        |        |       |
| 15   |                       |            |        |        |        |        |        |        |       |
| 16   | Non-Legacy RTEP       | OE 507509  |        |        |        |        |        |        |       |
| 17   | Expenses              | CE 507509  |        |        |        |        |        |        |       |
| 18   |                       | TE 507509  |        |        |        |        |        |        |       |
| 19   |                       | Total      |        |        |        |        |        |        |       |
| 20   |                       |            |        |        |        |        |        |        |       |
| 21   | Legacy RTEP           | OE 507510  |        |        |        |        |        |        |       |
| 22   | Expenses              | CE 507510  |        |        |        |        |        |        |       |
| 23   |                       | TE 507510  |        |        |        |        |        |        |       |
| 24   |                       | Total      |        |        |        |        |        |        |       |
| 25   |                       |            |        |        |        |        |        |        |       |
| 26   | Generation            | OE 507007  |        |        |        |        |        |        |       |
| 27   | Deactivation Charges  | CE 507007  |        |        |        |        |        |        |       |
| 28   |                       | TE 507007  |        |        |        |        |        |        |       |
| 29   |                       | Total      |        |        |        |        |        |        |       |
| 30   |                       |            |        |        |        |        |        |        |       |
| 31   | PJM Customer          | OE 506510  |        |        |        |        |        |        |       |
| 32   | Default               | CE 506510  |        |        |        |        |        |        |       |
| 33   |                       | TE 506510  |        |        |        |        |        |        |       |
| 34   |                       | Total      |        |        |        |        |        |        |       |
| 35   |                       |            |        |        |        |        |        |        |       |
| 36   | Meter Correction      | OE 506012  |        |        |        |        |        |        |       |
| 37   |                       | CE 506012  |        |        |        |        |        |        |       |
| 38   |                       | TE 506012  |        |        |        |        |        |        |       |
| 39   |                       | Total      |        |        |        |        |        |        |       |
| 40   |                       |            |        |        |        |        |        |        |       |
| 41   | Emergency Energy      | OE 506013  |        |        |        |        |        |        |       |
| 42   |                       | CE 506013  |        |        |        |        |        |        |       |
| 43   |                       | TE 506013  |        |        |        |        |        |        |       |
| 44   |                       | Total      |        |        |        |        |        |        |       |
| 45   |                       |            |        |        |        |        |        |        |       |
| 46   | Balancing Operating   | OE 507008  |        |        |        |        |        |        |       |
| 47   | Reserves, Balancing   | CE 507008  |        |        |        |        |        |        |       |
| 48   | Operating Reserve     | TE 507008  |        |        |        |        |        |        |       |
| 49   | for Load Response     | Total      |        |        |        |        |        |        |       |
| 50   |                       |            |        |        |        |        |        |        |       |
| 51   | Planning Period       | OE 5070039 |        |        |        |        |        |        |       |
| 52   | Congestion Uplift     | CE 5070039 |        |        |        |        |        |        |       |
| 53   |                       | TE 5070039 |        |        |        |        |        |        |       |
| 54   |                       | Total      |        |        |        |        |        |        |       |
| 55   |                       |            |        |        |        |        |        |        |       |
| 56   | Total NMB Expense     | OE         |        |        |        |        |        |        |       |
| 57   |                       | CE         |        |        |        |        |        |        |       |
| 58   |                       | TE         |        |        |        |        |        |        |       |
| 59   |                       | Total      |        |        |        |        |        |        |       |
| 60   |                       |            |        |        |        |        |        |        |       |
| 61   | Previously absorbed   | OE         |        |        |        |        |        |        |       |
| 62   | Legacy RTEP Costs     | CE         |        |        |        |        |        |        |       |
| 63   | through May 2018      | TE         |        |        |        |        |        |        |       |
| 64   |                       | Total      |        |        |        |        |        |        |       |
| 65   |                       |            |        |        |        |        |        |        |       |
| 66   | Estimated Under /     | OE         |        |        |        |        |        |        |       |
| 67   | (Over) Collection as  | CE         |        |        |        |        |        |        |       |
| 68   | of August 31, 2021    | TE         |        |        |        |        |        |        |       |
| 69   |                       | Total      |        |        |        |        |        |        |       |
| 70   |                       |            |        |        |        |        |        |        |       |
| 71   | Rider NMB Revenue     | OE         |        |        |        |        |        |        |       |
| 72   | Requirement (Before   | CE         |        |        |        |        |        |        |       |
| 73   | CAT Tax)              | TE         |        |        |        |        |        |        |       |
| 74   |                       | Total      |        |        |        |        |        |        |       |

|    |             |
|----|-------------|
| \$ | 7,405,298   |
| \$ | (4,048,216) |
| \$ | 2,236,574   |
| \$ | 5,593,656   |
| \$ | 195,347,335 |
| \$ | 134,523,051 |
| \$ | 73,789,884  |
| \$ | 403,660,269 |

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

Note(s):  
1 - Recovery of prior incurred legacy RTEP costs pursuant to Commission Order's 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 (September 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 June 2021 including Pilot Participants

2 - \* LTG includes Traffic Lighting only

## Rider NMB Opt-Out Pilot Program Participants

### September 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                         |    |    |    |
| 7    |                            |    |    |    |

### September 2021 Pilot Participants - Six Months 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 Rider NMB Opt-Out Pilot Program Participants

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



**OHIO EDISON COMPANY (OE)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Time Period June 2020 Through May 2021**

CONFIDENTIAL

| Line No. | Description  | Source | July 2020     | Aug 2020      | Sep 2020      | Oct 2020       | Nov 2020       | Dec 2020      | Jan 2021       | Feb 2021      | March 2021    | Apr 2021      | May 2021      | TOTAL JULY 2020 THROUGH MAY 2021 |
|----------|--|--------|---------------|---------------|---------------|----------------|----------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------------------------|
| 1        | Beginning Balance - Regulatory Asset (Liability) 182155  |        | \$ 22,431,711 | \$ 17,428,546 | \$ 15,110,923 | \$ 15,172,857  | \$ 17,940,714  | \$ 19,482,743 | \$ 19,392,923  | \$ 23,005,372 | \$ 26,659,920 | \$ 23,708,727 | \$ 22,826,411 |                                  |
| 2        | Revenues   |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 3        | Non-Market Based Rider (NMB) Revenues  |        | \$ 33,137,622 | \$ 30,273,197 | \$ 28,688,204 | \$ 25,369,701  | \$ 25,602,514  | \$ 28,527,132 | \$ 27,707,011  | \$ 27,205,146 | \$ 34,428,409 | \$ 32,855,440 | \$ 34,600,149 | \$ 326,674,524                   |
| 4        | Monthly CAT Amount   |        | \$ 81,158     | \$ 78,710     | \$ 70,117     | \$ 65,841      | \$ 69,567      | \$ 74,171     | \$ 72,038      | \$ 70,733     | \$ 89,514     | \$ 85,424     | \$ 89,960     |                                  |
| 5        | Total Adjusted CAT Amount  |        | \$ 81,158     | \$ 78,710     | \$ 70,117     | \$ 65,841      | \$ 69,567      | \$ 74,171     | \$ 72,038      | \$ 70,733     | \$ 89,514     | \$ 85,424     | \$ 89,960     |                                  |
| 6        | NMB Revenues Excluding CAT   |        | \$ 33,056,464 | \$ 30,194,487 | \$ 28,618,087 | \$ 25,303,860  | \$ 25,532,947  | \$ 28,452,961 | \$ 27,634,973  | \$ 27,134,413 | \$ 34,338,895 | \$ 32,770,016 | \$ 34,510,189 | \$ 326,585,171                   |
| 7        | NMB Revenues Associated with amortization of Legacy RTEP Expenses  |        | \$ 1,169,527  | \$ 1,024,527  | \$ 1,169,527  | \$ 1,169,527   | \$ 1,169,527   | \$ 1,169,527  | \$ 1,169,527   | \$ 1,169,527  | \$ 1,169,527  | \$ 1,169,527  | \$ 1,169,527  | \$ 14,034,327                    |
| 8        | NMB Revenues Recovery of Current NITS & Other FERC/RTD Expenses  |        | \$ 31,887,937 | \$ 29,169,960 | \$ 25,428,560 | \$ 24,134,273  | \$ 24,360,420  | \$ 27,283,154 | \$ 26,465,446  | \$ 25,844,850 | \$ 33,169,397 | \$ 31,600,488 | \$ 33,349,061 | \$ 311,748,844                   |
| 9        | NITS & Other FERC/RTD Expenses:  |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 10       | NITS Expenses (507003)   |        | \$ 23,257,328 | \$ 23,284,310 | \$ 22,457,189 | \$ 23,306,910  | \$ 22,559,824  | \$ 23,311,084 | \$ 27,335,118  | \$ 24,689,435 | \$ 27,402,707 | \$ 27,355,456 | \$ 26,543,500 | \$ 271,583,261                   |
| 11       | PJM Integration Costs - exclude from NITS Expenses   |        |               |               |               |                |                |               |                |               |               |               |               | \$ (28,859)                      |
| 12       | MISO Integration Costs - exclude from NITS Expense   |        |               |               |               |                |                |               |                |               |               |               |               | \$ (6,617)                       |
| 13       | MISO Integration Costs - exclude from NITS Expense   |        |               |               |               |                |                |               |                |               |               |               |               | \$ (230,224)                     |
| 14       | Load Reconciliation for Reactive Services/Sch. 2 (507105)  |        | \$ 923,878    | \$ 853,968    | \$ 746,050    | \$ 788,549     | \$ 805,708     | \$ 802,481    | \$ 881,332     | \$ 802,997    | \$ 825,039    | \$ 823,462    | \$ 826,435    | \$ 8,889,028                     |
| 15       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1                    |        | \$ 238,665    | \$ 256,465    | \$ 30,828     | \$ 336,377     | \$ 133,921     | \$ 181,379    | \$ 116,344     | \$ 398,981    | \$ 218,432    | \$ 98,913     | \$ 311,948    | \$ 2,323,290                     |
| 16       | Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513) |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 17       | MISO Integration Expenses (507514)   |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 18       | MISO Integration Expenses (507515)   |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 19       | Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)   |        | \$ 404,683    | \$ 405,252    | \$ 405,667    | \$ 405,670     | \$ 405,636     | \$ 405,772    | \$ 451,447     | \$ 450,936    | \$ 452,648    | \$ 451,735    | \$ 452,620    | \$ 4,662,367                     |
| 20       | Non-Legacy RTEP Expenses (507509)  |        | \$ 1,722,906  | \$ 1,725,593  | \$ 1,725,622  | \$ 1,727,363   | \$ 1,851,961   | \$ 2,066,779  | \$ 2,220,193   | \$ 2,123,826  | \$ 1,763,460  | \$ 1,781,456  | \$ 1,782,796  | \$ 20,529,887                    |
| 21       | Generation Deactivation Charges (507007)   |        | \$ (82)       | \$ (516)      | \$ (22,440)   | \$ (5,665)     | \$ (124)       | \$ 471        | \$ 23,385      | \$ (1,740)    | \$ (14,716)   | \$ 5,817      | \$ (6,018)    | \$ 20,011                        |
| 22       | Emergency Energy (508012)  |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 23       | Emergency Energy (508013)  |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 24       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services                  |        | \$ 220,140    | \$ 194,830    | \$ 83,569     | \$ 153,207     | \$ 122,668     | \$ 335,436    | \$ 31,601      | \$ 137,115    | \$ 156,344    | \$ 312,181    | \$ 144,974    | \$ 1,891,866                     |
| 25       | Planning Period Congestion Up/Down (570039)  |        | \$ 1,930      | \$ (186)      | \$ (442)      | \$ (783)       | \$ (1,346)     | \$ 1,019      | \$ 808         | \$ 470        | \$ 2,752      | \$ 2,666      | \$ (6,255)    | \$ 682                           |
| 26       | PJM Customer Default (506510)  |        | \$ 26,770,448 | \$ 26,718,635 | \$ 25,807,923 | \$ 26,721,328  | \$ 25,873,049  | \$ 27,108,020 | \$ 30,980,228  | \$ 28,582,018 | \$ 30,596,823 | \$ 30,591,708 | \$ 29,805,460 | \$ 309,210,640                   |
| 27       | Total NITS & Other FERC/RTD Expenses   |        | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 28       | Prior Period NITS & Other FERC/RTD Expense Adjustments:  |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 29       | NITS Expenses  |        | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 30       | NITS Integration Costs - exclude from NITS Expenses  |        |               |               |               |                |                |               |                |               |               |               |               | \$ (19,310)                      |
| 31       | MISO Integration Costs - exclude from NITS Expense   |        |               |               |               |                |                |               |                |               |               |               |               | \$ (462,277)                     |
| 32       | Load Reconciliation for Reactive Services/Sch. 2   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 33       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1                    |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 34       | MTEP Expenses  |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 35       | MISO Integration Expenses  |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 36       | MISO Integration Expenses (507514)   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 37       | MISO Integration Expenses (507515)   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 38       | Legacy RTEP Expenses   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 39       | Non-Legacy RTEP Expenses   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 40       | Generation Deactivation Charges  |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 41       | Meter Correction   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 42       | Emergency Energy   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 43       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services                  |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 44       | Planning Period Congestion Up/Down   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 45       | PJM Customer Default   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 46       | Total Prior Period NITS & Other FERC/RTD Expense Adjustments   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 47       | Adjusted NITS & Other FERC/RTD Expenses:   |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 48       | NITS Expenses  |        | \$ 23,257,328 | \$ 23,284,310 | \$ 22,457,189 | \$ 23,306,910  | \$ 22,559,824  | \$ 23,311,084 | \$ 27,335,118  | \$ 24,689,435 | \$ 27,402,707 | \$ 27,355,456 | \$ 26,543,500 | \$ 271,583,261                   |
| 49       | MISO Integration Costs - exclude from NITS Expenses  |        |               |               |               |                |                |               |                |               |               |               |               | \$ (6,617)                       |
| 50       | MISO Integration Costs - exclude from NITS Expense   |        |               |               |               |                |                |               |                |               |               |               |               | \$ (230,224)                     |
| 51       | Load Reconciliation for Reactive Services/Sch. 2   |        | \$ 923,878    | \$ 853,968    | \$ 746,050    | \$ 788,549     | \$ 805,708     | \$ 802,481    | \$ 881,332     | \$ 802,997    | \$ 825,039    | \$ 823,462    | \$ 826,435    | \$ 8,889,028                     |
| 52       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1                    |        | \$ 238,665    | \$ 256,465    | \$ 30,828     | \$ 336,377     | \$ 133,921     | \$ 181,379    | \$ 116,344     | \$ 398,981    | \$ 218,432    | \$ 98,913     | \$ 311,948    | \$ 2,323,290                     |
| 53       | MTEP Expenses  |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 54       | MISO Integration Expenses  |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 55       | MISO Integration Expenses (507514)   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 56       | MISO Integration Expenses (507515)   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 57       | Legacy RTEP Expenses   |        | \$ 404,683    | \$ 405,252    | \$ 405,667    | \$ 405,670     | \$ 405,636     | \$ 405,772    | \$ 451,447     | \$ 450,936    | \$ 452,648    | \$ 451,735    | \$ 452,620    | \$ 4,662,367                     |
| 58       | Non-Legacy RTEP Expenses   |        | \$ 1,722,906  | \$ 1,725,593  | \$ 1,725,622  | \$ 1,727,363   | \$ 1,851,961   | \$ 2,066,779  | \$ 2,220,193   | \$ 2,123,826  | \$ 1,763,460  | \$ 1,781,456  | \$ 1,782,796  | \$ 20,529,887                    |
| 59       | Generation Deactivation Charges  |        | \$ (82)       | \$ (516)      | \$ (22,440)   | \$ (5,665)     | \$ (124)       | \$ 471        | \$ 23,385      | \$ (1,740)    | \$ (14,716)   | \$ 5,817      | \$ (6,018)    | \$ 20,011                        |
| 60       | Meter Correction   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 61       | Emergency Energy   |        |               |               |               |                |                |               |                |               |               |               |               | \$ -                             |
| 62       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services                  |        | \$ 220,140    | \$ 194,830    | \$ 83,569     | \$ 153,207     | \$ 122,668     | \$ 335,436    | \$ 31,601      | \$ 137,115    | \$ 156,344    | \$ 312,181    | \$ 144,974    | \$ 1,891,866                     |
| 63       | Planning Period Congestion Up/Down   |        | \$ 1,930      | \$ (186)      | \$ (442)      | \$ (783)       | \$ (1,346)     | \$ 1,019      | \$ 808         | \$ 470        | \$ 2,752      | \$ 2,666      | \$ (6,255)    | \$ 682                           |
| 64       | PJM Customer Default   |        | \$ 26,770,448 | \$ 26,718,635 | \$ 25,807,923 | \$ 26,721,328  | \$ 25,873,049  | \$ 27,108,020 | \$ 30,980,228  | \$ 28,582,018 | \$ 30,596,823 | \$ 30,591,708 | \$ 29,805,460 | \$ 309,210,640                   |
| 65       | Total Adjusted NITS & Other FERC/RTD Expenses:   |        | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 66       | Recoverable NITS & Other FERC/RTD Expenses:  |        |               |               |               |                |                |               |                |               |               |               |               |                                  |
| 67       | Total Adjusted Rider NMB Monthly Recoverable Expenses  |        | \$ 18,975,960 | \$ 16,275,394 | \$ 15,150,004 | \$ 16,468,415  | \$ 13,665,529  | \$ 19,376,036 | \$ 21,590,314  | \$ 25,213,938 | \$ 25,117,854 | \$ 23,204,337 | \$ 21,065,810 | \$ 241,981,684                   |
| 68       | Monthly Interest (Under)   |        | \$ 108,324    | \$ 88,701     | \$ 82,571     | \$ 89,742      | \$ 101,400     | \$ 105,594    | \$ 117,697     | \$ 137,416    | \$ 133,639    | \$ 129,464    | \$ 114,771    | \$ 1,318,597                     |
| 69       | Monthly Interest Over (Under)  |        | \$ 5,003,166  | \$ 2,217,623  | \$ 38,090     | \$ (2,676,585) | \$ (1,913,020) | \$ 66,520     | \$ (4,512,440) | \$ 2,951,103  | \$ 2,951,103  | \$ 882,317    | \$ 3,420,430  | \$ 1,746,845                     |
| 70       | Cumulative NMB Principal Balance   |        | \$ 13,664,205 | \$ 11,647,881 | \$ 11,227,244 | \$ 14,141,360  | \$ 15,625,968  | \$ 15,450,574 | \$ 19,945,356  | \$ 22,462,488 | \$ 19,376,356 | \$ 15,360,576 | \$ 14,834,375 | \$ 4,571,605                     |
| 71       | Cumulative NMB Interest Balance  |        | \$ 3,474,341  | \$ 3,663,942  | \$ 3,945,613  | \$ 3,735,365   | \$ 3,930,725   | \$ 3,042,940  | \$ 4,000,010   | \$ 4,197,432  | \$ 4,330,371  | \$ 4,450,834  | \$ 4,571,605  | \$ 45,716,005                    |
| 72       | Deferred Ending Balance - Regulatory Asset (Liability) 182155  |        | \$ 17,428,546 | \$ 15,110,923 | \$ 15,172,857 | \$ 17,940,714  | \$ 19,482,743  | \$ 19,392,923 | \$ 23,005,372  | \$ 26,659,920 | \$ 33,169,397 | \$ 31,600,488 | \$ 33,349,061 | \$ 311,748,844                   |



**THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Time Period June 2020 Through May 2021**

CONFIDENTIAL

| Line No. | Source   | July 2020      | Aug 2020       | Sep 2020      | Oct 2020      | Nov 2020      | Dec 2020      | Jan 2021       | Feb 2021       | March 2021     | Apr 2021      | May 2021       | TOTAL JULY 2020 THROUGH MAY 2021 |
|----------|--|----------------|----------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|---------------|----------------|----------------------------------|
| 1        | Beginning Balance - Regulatory Asset(Liability) 182155   | \$ 13,224,004  | \$ 10,651,594  | \$ 7,455,507  | \$ 7,279,277  | \$ 7,964,208  | \$ 8,598,880  | \$ 8,539,411   | \$ 12,144,783  | \$ 13,146,591  | \$ 10,423,742 | \$ 9,635,342   |                                  |
| 2        | Revenues   |                |                |               |               |               |               |                |                |                |               |                |                                  |
| 3        | Non-Market Based Rider (NMB) Revenues  | \$ 24,612,107  | \$ 23,881,394  | \$ 20,948,340 | \$ 20,656,430 | \$ 20,089,186 | \$ 21,652,759 | \$ 20,218,311  | \$ 21,105,480  | \$ 25,003,979  | \$ 24,297,180 | \$ 25,611,088  | \$ 248,769,236                   |
| 4        | Total Adjusted NMB Revenues  | \$ 24,612,107  | \$ 23,881,394  | \$ 20,948,340 | \$ 20,656,430 | \$ 20,089,186 | \$ 21,652,759 | \$ 20,218,311  | \$ 21,105,480  | \$ 25,003,979  | \$ 24,297,180 | \$ 25,611,088  | \$ 248,769,236                   |
| 5        | Cost of Current CAT  | \$ 63,911      | \$ 63,911      | \$ 63,911     | \$ 63,911     | \$ 63,911     | \$ 63,911     | \$ 63,911      | \$ 63,911      | \$ 63,911      | \$ 63,911     | \$ 63,911      | \$ 640,182                       |
| 6        | Total Current CAT Amount   | \$ 63,911      | \$ 63,911      | \$ 63,911     | \$ 63,911     | \$ 63,911     | \$ 63,911     | \$ 63,911      | \$ 63,911      | \$ 63,911      | \$ 63,911     | \$ 63,911      | \$ 640,182                       |
| 7        | NMB Revenues Excluding CAT   | \$ 24,548,116  | \$ 23,817,113  | \$ 20,884,429 | \$ 20,592,519 | \$ 20,025,275 | \$ 21,588,848 | \$ 20,154,400  | \$ 21,041,569  | \$ 24,940,068  | \$ 24,233,269 | \$ 25,547,177  | \$ 248,119,054                   |
| 8        | NMB Revenue Associated with amortization of Legacy RTEP expenses   | \$ 900,652     | \$ 900,652     | \$ 900,652    | \$ 900,652    | \$ 900,652    | \$ 900,652    | \$ 900,652     | \$ 900,652     | \$ 900,652     | \$ 900,652    | \$ 900,652     | \$ 9,006,652                     |
| 9        | Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses   | \$ 23,647,464  | \$ 23,016,461  | \$ 19,983,777 | \$ 19,701,867 | \$ 19,134,623 | \$ 20,688,196 | \$ 19,243,748  | \$ 20,140,917  | \$ 24,039,416  | \$ 23,332,617 | \$ 24,646,525  | \$ 237,311,023                   |
| 10       | NITS & Other FERC/RTO Expenses:  |                |                |               |               |               |               |                |                |                |               |                |                                  |
| 11       | NITS Expenses (507003)   | \$ 17,795,672  | \$ 17,780,753  | \$ 17,094,542 | \$ 17,772,848 | \$ 17,210,294 | \$ 17,779,306 | \$ 20,228,293  | \$ 18,219,093  | \$ 20,209,812  | \$ 20,159,928 | \$ 19,434,520  | \$ 203,784,830                   |
| 12       | PJM Integration Costs - exclude from NITS Expenses   |                |                |               |               |               |               |                |                |                |               |                | \$ (21,277)                      |
| 13       | MISO Exit Fees - exclude from NITS Expense   |                |                |               |               |               |               |                |                |                |               |                | \$ (166,708)                     |
| 14       | Load Reconciliation for Reactive Services/Sch. 2 (507105)  | \$ 707,872     | \$ 651,416     | \$ 588,605    | \$ 688,816    | \$ 614,782    | \$ 612,103    | \$ 500,245     | \$ 583,294     | \$ 610,976     | \$ 689,910    | \$ 602,583     | \$ 6,077,603                     |
| 15       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)           | \$ 175,415     | \$ 193,414     | \$ 24,240     | \$ 257,782    | \$ 103,325    | \$ 136,886    | \$ 85,789      | \$ 287,357     | \$ 164,579     | \$ 77,450     | \$ 241,136     | \$ 1,757,172                     |
| 16       | Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513) |                |                |               |               |               |               |                |                |                |               |                |                                  |
| 17       | Legacy Reciprocal Transmission Expansion Plan (RTEP) Expenses (507510)   | \$ 309,702     | \$ 309,655     | \$ 309,242    | \$ 309,284    | \$ 309,512    | \$ 309,501    | \$ 334,021     | \$ 333,171     | \$ 333,656     | \$ 332,927    | \$ 331,513     | \$ 3,522,285                     |
| 18       | Non-Legacy RTEP Expenses (507509)  | \$ 1,318,534   | \$ 1,317,882   | \$ 1,343,659  | \$ 1,317,139  | \$ 1,413,173  | \$ 1,577,266  | \$ 1,446,086   | \$ 1,575,391   | \$ 1,302,211   | \$ 1,312,925  | \$ 1,303,377   | \$ 15,429,472                    |
| 19       | Generation Deactivation Charges (507007)   |                |                |               |               |               |               |                |                |                |               |                |                                  |
| 20       | Meter Correction (508012)  | \$ (41)        | \$ (266)       | \$ (1,793)    | \$ (3,184)    | \$ (66)       | \$ 237        | \$ 11,100      | \$ (827)       | \$ (6,944)     | \$ 3,142      | \$ (5,253)     | \$ 9,892                         |
| 21       | Emergency Energy (508013)  |                |                |               |               |               |               |                |                |                |               |                |                                  |
| 22       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)         | \$ 103,221     | \$ 102,634     | \$ 46,032     | \$ 83,675     | \$ 63,976     | \$ 105,960    | \$ 61,20       | \$ 65,248      | \$ 73,205      | \$ 175,149    | \$ 97,265      | \$ 982,286                       |
| 23       | Planning Period Congestion Uplift (570039)   | \$ 1,426       | \$ (137)       | \$ (529)      | \$ (583)      | \$ (1,001)    | \$ 758        | \$ 569         | \$ 340         | \$ 2,043       | \$ 2,023      | \$ (4,670)     | \$ 477                           |
| 24       | Load Reconciliation for Reactive Services/Sch. 2 (507105)  | \$ 20,411,801  | \$ 20,354,751  | \$ 19,487,783 | \$ 20,345,577 | \$ 19,113,995 | \$ 20,581,947 | \$ 22,814,253  | \$ 21,083,039  | \$ 22,513,033  | \$ 22,493,459 | \$ 21,825,694  | \$ 231,833,186                   |
| 25       | Total NITS & Other FERC/RTO Expenses   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 26       | Price Period NITS & Other FERC/RTO Expense Adjustments:  |                |                |               |               |               |               |                |                |                |               |                |                                  |
| 27       | NITS Expenses  | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 28       | PJM Integration Costs - exclude from NITS Expenses   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 29       | MISO Exit Fees - exclude from NITS Expense   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 30       | Load Reconciliation for Reactive Services/Sch. 2   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 31       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1                    | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 32       | MTEP Expenses  | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 33       | MISO Exit Fees Expenses  | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 34       | Non-Legacy RTEP Expenses   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 35       | Generation Deactivation Charges  | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 36       | Emergency Energy   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 37       | Load Reconciliation for Reactive Services/Sch. 2   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 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       | Total NITS & Other FERC/RTO Expenses   | \$ 17,795,672  | \$ 17,780,753  | \$ 17,094,542 | \$ 17,772,848 | \$ 17,210,294 | \$ 17,779,306 | \$ 20,228,293  | \$ 18,219,093  | \$ 20,209,812  | \$ 20,159,928 | \$ 19,434,520  | \$ 203,784,830                   |
| 43       | NITS Expenses (507513)   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ (35,553)                      |
| 44       | PJM Integration Costs - exclude from NITS Expenses   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ (166,708)                     |
| 45       | MISO Exit Fees - exclude from NITS Expense   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ (851,127)                     |
| 46       | Load Reconciliation for Reactive Services/Sch. 2   | \$ 707,872     | \$ 651,416     | \$ 588,605    | \$ 688,816    | \$ 614,782    | \$ 612,103    | \$ 500,245     | \$ 583,294     | \$ 610,976     | \$ 689,910    | \$ 602,583     | \$ 6,077,603                     |
| 47       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1                    | \$ 175,415     | \$ 193,414     | \$ 24,240     | \$ 257,782    | \$ 103,325    | \$ 136,886    | \$ 85,789      | \$ 287,357     | \$ 164,579     | \$ 77,450     | \$ 241,136     | \$ 1,757,172                     |
| 48       | MTEP Expenses  | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 49       | MISO Exit Fees Expenses  | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 50       | Non-Legacy RTEP Expenses   | \$ 309,702     | \$ 309,655     | \$ 309,242    | \$ 309,284    | \$ 309,512    | \$ 309,501    | \$ 334,021     | \$ 333,171     | \$ 333,656     | \$ 332,927    | \$ 331,513     | \$ 3,522,285                     |
| 51       | Generation Deactivation Charges  | \$ 1,318,534   | \$ 1,317,882   | \$ 1,343,659  | \$ 1,317,139  | \$ 1,413,173  | \$ 1,577,266  | \$ 1,446,086   | \$ 1,575,391   | \$ 1,302,211   | \$ 1,312,925  | \$ 1,303,377   | \$ 15,429,472                    |
| 52       | Emergency Energy   | \$ (41)        | \$ (266)       | \$ (1,793)    | \$ (3,184)    | \$ (66)       | \$ 237        | \$ 11,100      | \$ (827)       | \$ (6,944)     | \$ 3,142      | \$ (5,253)     | \$ 9,892                         |
| 53       | Load Reconciliation for Reactive Services/Sch. 2   | \$ -           | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -                             |
| 54       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services                  | \$ 103,221     | \$ 102,634     | \$ 46,032     | \$ 83,675     | \$ 63,976     | \$ 105,960    | \$ 61,20       | \$ 65,248      | \$ 73,205      | \$ 175,149    | \$ 97,265      | \$ 982,286                       |
| 55       | Planning Period Congestion Uplift  | \$ 1,426       | \$ (137)       | \$ (529)      | \$ (583)      | \$ (1,001)    | \$ 758        | \$ 569         | \$ 340         | \$ 2,043       | \$ 2,023      | \$ (4,670)     | \$ 477                           |
| 56       | Load Reconciliation for Reactive Services/Sch. 2   | \$ 20,411,801  | \$ 20,354,751  | \$ 19,487,783 | \$ 20,345,577 | \$ 19,113,995 | \$ 20,581,947 | \$ 22,814,253  | \$ 21,083,039  | \$ 22,513,033  | \$ 22,493,459 | \$ 21,825,694  | \$ 231,277,137                   |
| 57       | Total Adjusted NITS & Other FERC/RTO Expenses  | \$ 20,411,801  | \$ 19,280,988  | \$ 19,487,783 | \$ 20,345,577 | \$ 19,113,995 | \$ 20,581,947 | \$ 22,814,253  | \$ 21,083,039  | \$ 22,513,033  | \$ 22,493,459 | \$ 21,825,694  | \$ 230,202,174                   |
| 58       | Recoverable NITS & Other FERC/RTO Expenses:  |                |                |               |               |               |               |                |                |                |               |                |                                  |
| 59       | Total Prior Period NITS & Other FERC/RTO Expense Adjustments   | \$ (3,235,663) | \$ (3,738,773) | \$ (168,219)  | \$ 643,366    | \$ 577,662    | \$ (64,011)   | \$ 3,549,181   | \$ 933,078     | \$ (2,783,689) | \$ (839,629)  | \$ (2,825,180) | \$ (7,109,150)                   |
| 60       | Calculate Interest   | \$ 11,606,172  | \$ 8,710,789   | \$ 7,337,398  | \$ 7,601,020  | \$ 8,253,055  | \$ 8,538,974  | \$ 10,313,961  | \$ 12,611,321  | \$ 11,754,596  | \$ 10,003,762 | \$ 8,225,782   | \$ 114,003,975                   |
| 61       | Balance Subject to Interest  | \$ 3,172,410   | \$ 2,016,387   | \$ 166,231    | \$ (694,032)  | \$ (622,671)  | \$ 47,409     | \$ (3,005,372) | \$ (1,001,805) | \$ 2,722,849   | \$ 785,400    | \$ 2,780,330   | \$ 5,418,987                     |
| 62       | Monthly Interest Over(Under)   | \$ 8,490,816   | \$ 6,693,402   | \$ 5,000,867  | \$ 6,274,493  | \$ 6,852,185  | \$ 6,798,174  | \$ 10,307,335  | \$ 11,240,411  | \$ 8,465,422   | \$ 7,610,502  | \$ 4,791,341   | \$ 7,610,502                     |
| 63       | Cumulative NMB Interest Balance  | \$ 1,590,778   | \$ 1,603,301   | \$ 1,688,290  | \$ 1,689,715  | \$ 1,734,865  | \$ 1,798,715  | \$ 1,837,448   | \$ 1,908,180   | \$ 1,967,330   | \$ 2,021,841  | \$ 2,068,671   | \$ 2,068,671                     |
| 64       | Deferred Ending Balance - Regulatory Asset(Liability) 182155   | \$ 10,051,594  | \$ 7,455,507   | \$ 7,279,277  | \$ 7,964,208  | \$ 8,539,411  | \$ 8,598,880  | \$ 8,539,411   | \$ 12,144,783  | \$ 13,146,591  | \$ 10,423,742 | \$ 9,635,342   | \$ 248,769,236                   |



**THE TOLEDO EDISON COMPANY (TE)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Time Period June 2020 Through May 2021**

CONFIDENTIAL

| Line No. | Source   | July 2020      | Aug 2020      | Sep 2020      | Oct 2020      | Nov 2020     | Dec 2020      | Jan 2021       | Feb 2021      | March 2021    | Apr 2021      | May 2021      | TOTAL JULY 2020 THROUGH MAY 2021 |
|----------|--|----------------|---------------|---------------|---------------|--------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------------------------|
| 1        | Beginning Balance - Regulatory Asset/(Liability) 12115   | \$ 6,880,983   | \$ 4,321,468  | \$ 3,016,587  | \$ 2,433,588  | \$ 2,945,753 | \$ 2,985,544  | \$ 2,566,837   | \$ 5,452,917  | \$ 6,154,952  | \$ 5,088,886  | \$ 5,588,338  |                                  |
| 2        | Non-Market Based Rider (NMB) Revenues  | \$ 13,057,213  | \$ 11,760,867 | \$ 10,544,948 | \$ 10,037,307 | \$ 9,653,949 | \$ 10,956,056 | \$ 9,241,410   | \$ 10,616,544 | \$ 12,385,980 | \$ 12,170,841 | \$ 12,673,133 | \$ 123,451,178                   |
| 3        | Total Adjusted NMB Revenues  | \$ 13,057,213  | \$ 11,760,867 | \$ 10,544,948 | \$ 10,037,307 | \$ 9,653,949 | \$ 10,956,056 | \$ 9,241,410   | \$ 10,616,544 | \$ 12,385,980 | \$ 12,170,841 | \$ 12,673,133 | \$ 123,451,178                   |
| 4        | Monthly CAT Amount   | \$ 33,940      | \$ 30,579     | \$ 27,547     | \$ 25,067     | \$ 25,880    | \$ 28,404     | \$ 24,028      | \$ 27,803     | \$ 32,204     | \$ 31,644     | \$ 32,650     | \$ 320,973                       |
| 5        | Total Adjusted CAT Amount  | \$ 33,940      | \$ 30,579     | \$ 27,547     | \$ 25,067     | \$ 25,880    | \$ 28,404     | \$ 24,028      | \$ 27,803     | \$ 32,204     | \$ 31,644     | \$ 32,650     | \$ 320,973                       |
| 6        | NMB Revenues Excluding CAT   | \$ 13,023,274  | \$ 11,730,288 | \$ 10,517,401 | \$ 10,012,240 | \$ 9,628,069 | \$ 10,927,652 | \$ 9,217,381   | \$ 10,588,741 | \$ 12,353,777 | \$ 12,139,197 | \$ 12,640,483 | \$ 123,130,205                   |
| 7        | NMB Revenues Associated with amortization of Legacy RTEP Expenses  | \$ 563,787     | \$ 563,787    | \$ 563,787    | \$ 563,787    | \$ 563,787   | \$ 563,787    | \$ 563,787     | \$ 563,787    | \$ 563,787    | \$ 563,787    | \$ 563,787    | \$ 6,768,444                     |
| 8        | Net NMB Revenue for Recovery of Current NITS & Other FERC/RTD Expenses   | \$ 12,459,487  | \$ 11,166,501 | \$ 10,003,614 | \$ 9,447,453  | \$ 9,064,282 | \$ 10,363,865 | \$ 8,653,594   | \$ 10,025,954 | \$ 11,789,990 | \$ 11,575,410 | \$ 12,076,696 | \$ 118,364,762                   |
| 9        | NITS & Other FERC/RTD Expenses:  |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 10       | PJM Integration Costs - exclude from NITS Expenses   | \$ 8,579,728   | \$ 8,574,388  | \$ 8,251,138  | \$ 8,569,656  | \$ 8,276,470 | \$ 8,594,478  | \$ 10,202,203  | \$ 9,211,465  | \$ 10,263,553 | \$ 10,249,008 | \$ 9,900,822  | \$ 100,695,857                   |
| 11       | MSO Exit Fees - exclude from NITS Expenses   |                |               |               |               |              |               |                |               |               |               |               | \$ (3,618)                       |
| 12       | Load Reconciliation for Reactive Services/Sch. 2 (507105)  | \$ 338,824     | \$ 314,162    | \$ 274,183    | \$ 283,597    | \$ 295,985   | \$ 294,540    | \$ 254,857     | \$ 299,971    | \$ 310,249    | \$ 308,876    | \$ (88,079)   | \$ (290,163)                     |
| 13       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Services/Sch. 1 (507502)          | \$ 105,958     | \$ 110,507    | \$ 14,990     | \$ 152,747    | \$ 63,957    | \$ 81,700     | \$ 50,495      | \$ 175,080    | \$ 96,373     | \$ 47,197     | \$ 142,810    | \$ 1,040,885                     |
| 14       | Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513) |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 15       | PJM Integration Expenses (507514)  |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 16       | MSO Exit Fee Expenses (507515)   |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 17       | Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)   | \$ 140,440     | \$ 140,239    | \$ 140,110    | \$ 140,150    | \$ 140,015   | \$ 145,644    | \$ 168,462     | \$ 168,451    | \$ 169,581    | \$ 169,437    | \$ 168,910    | \$ 1,739,727                     |
| 18       | Non-Legacy RTEP Expenses (507508)  | \$ 636,270     | \$ 635,470    | \$ 647,886    | \$ 633,643    | \$ 675,476   | \$ 753,977    | \$ 826,183     | \$ 803,500    | \$ 868,943    | \$ 868,189    | \$ 694,128    | \$ 7,627,665                     |
| 19       | Generation Deactivation Charges (507007)   |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 20       | Meter Correction (500012)  | \$ (21)        | \$ (143)      | \$ 6,541      | \$ (1,694)    | \$ (35)      | \$ 118        | \$ 5,858       | \$ (457)      | \$ (4,013)    | \$ 1,525      | \$ (2,419)    | \$ 5,202                         |
| 21       | Emergency Energy (500013)  |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 22       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)         | \$ 59,675      | \$ 57,754     | \$ 27,338     | \$ 42,400     | \$ 34,747    | \$ 80,799     | \$ 7,546       | \$ 37,424     | \$ 44,225     | \$ 80,842     | \$ 40,709     | \$ 513,449                       |
| 23       | Planning Period Congestion Up/It (507039)  |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 24       | PJM Customer Default (500010)  | \$ 743         | \$ (71)       | \$ (170)      | \$ (302)      | \$ 618       | \$ 362        | \$ 310         | \$ 181        | \$ 1,057      | \$ 1,042      | \$ (2,411)    | \$ 296                           |
| 25       | Total NITS & Other FERC/RTD Expenses   | \$ 9,870,327   | \$ 9,641,307  | \$ 9,410,960  | \$ 9,940,228  | \$ 9,498,068 | \$ 9,624,560  | \$ 11,515,884  | \$ 10,695,644 | \$ 11,471,754 | \$ 11,446,421 | \$ 11,128,955 | \$ 114,644,258                   |
| 26       | Adjusted NITS & Other FERC/RTD Expense Adjustments:  |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 27       | NITS Expenses  | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 28       | MSO Exit Fees - exclude from NITS Expenses   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 29       | Load Reconciliation for Reactive Services/Sch. 2   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 30       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Services/Sch. 1                   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 31       | MTEP Expenses  | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 32       | PJM Integration Expenses   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 33       | MSO Exit Fee Expenses  | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 34       | Legacy RTEP Expenses   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 35       | Non-Legacy RTEP Expenses   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 36       | Generation Deactivation Charges  | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 37       | Meter Correction   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 38       | Emergency Energy   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 39       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services                  | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 40       | Planning Period Congestion Up/It   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 41       | PJM Customer Default   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 42       | Total Prior Period NITS & Other FERC/RTD Expense Adjustments   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 43       | Adjusted NITS & Other FERC/RTD Expenses:   |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 44       | NITS Expenses  | \$ 6,570,728   | \$ 6,574,388  | \$ 8,251,138  | \$ 8,569,656  | \$ 8,276,470 | \$ 8,594,478  | \$ 10,202,203  | \$ 9,211,465  | \$ 10,263,553 | \$ 10,249,008 | \$ 9,900,822  | \$ 100,695,857                   |
| 45       | MSO Exit Fees - exclude from NITS Expenses   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ (3,618)                       |
| 46       | Load Reconciliation for Reactive Services/Sch. 2   | \$ 338,824     | \$ 314,162    | \$ 274,183    | \$ 283,597    | \$ 295,985   | \$ 294,540    | \$ 254,857     | \$ 299,971    | \$ 310,249    | \$ 308,876    | \$ (88,079)   | \$ (290,163)                     |
| 47       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Services/Sch. 1                   | \$ 105,958     | \$ 110,507    | \$ 14,990     | \$ 152,747    | \$ 63,957    | \$ 81,700     | \$ 50,495      | \$ 175,080    | \$ 96,373     | \$ 47,197     | \$ 142,810    | \$ 1,040,885                     |
| 48       | Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 49       | PJM Integration Expenses   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 50       | MSO Exit Fee Expenses  | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 51       | Legacy RTEP Expenses   | \$ 140,440     | \$ 140,239    | \$ 140,110    | \$ 140,150    | \$ 140,015   | \$ 145,644    | \$ 168,462     | \$ 168,451    | \$ 169,581    | \$ 169,437    | \$ 168,910    | \$ 1,739,727                     |
| 52       | Non-Legacy RTEP Expenses   | \$ 636,270     | \$ 635,470    | \$ 647,886    | \$ 633,643    | \$ 675,476   | \$ 753,977    | \$ 826,183     | \$ 803,500    | \$ 868,943    | \$ 868,189    | \$ 694,128    | \$ 7,627,665                     |
| 53       | Generation Deactivation Charges  | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 54       | Meter Correction   | \$ (21)        | \$ (143)      | \$ 6,541      | \$ (1,694)    | \$ (35)      | \$ 118        | \$ 5,858       | \$ (457)      | \$ (4,013)    | \$ 1,525      | \$ (2,419)    | \$ 5,202                         |
| 55       | Emergency Energy   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 56       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services                  | \$ 59,675      | \$ 57,754     | \$ 27,338     | \$ 42,400     | \$ 34,747    | \$ 80,799     | \$ 7,546       | \$ 37,424     | \$ 44,225     | \$ 80,842     | \$ 40,709     | \$ 513,449                       |
| 57       | Planning Period Congestion Up/It   | \$ -           | \$ -          | \$ -          | \$ -          | \$ -         | \$ -          | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                             |
| 58       | PJM Customer Default   | \$ 743         | \$ (71)       | \$ (170)      | \$ (302)      | \$ 618       | \$ 362        | \$ 310         | \$ 181        | \$ 1,057      | \$ 1,042      | \$ (2,411)    | \$ 296                           |
| 59       | Total Adjusted NITS & Other FERC/RTD Expenses  | \$ 9,870,327   | \$ 9,641,307  | \$ 9,410,960  | \$ 9,940,228  | \$ 9,498,068 | \$ 9,624,560  | \$ 11,515,884  | \$ 10,695,644 | \$ 11,267,020 | \$ 11,446,421 | \$ 11,128,955 | \$ 114,463,523                   |
| 60       | Recoverable NITS & Other FERC/RTD Expenses:  |                |               |               |               |              |               |                |               |               |               |               |                                  |
| 61       | Total Adjusted Rider NMB Monthly Recoverable Expenses  | \$ 9,870,327   | \$ 10,184,075 | \$ 9,410,960  | \$ 9,940,228  | \$ 9,498,068 | \$ 9,624,560  | \$ 11,515,884  | \$ 10,695,644 | \$ 11,267,020 | \$ 11,446,421 | \$ 11,128,955 | \$ 114,806,251                   |
| 62       | Monthly Principal Over/(Under)   | \$ (2,589,150) | \$ (852,545)  | \$ (562,524)  | \$ 392,805    | \$ 133,916   | \$ (441,528)  | \$ 2,982,280   | \$ 870,460    | \$ (489,970)  | \$ (128,868)  | \$ (947,442)  | \$ (1,558,471)                   |
| 63       | Accrual Interest   | \$ 5,568,068   | \$ 3,659,300  | \$ 2,720,175  | \$ 2,634,900  | \$ 2,912,711 | \$ 2,774,630  | \$ 3,989,077   | \$ 5,788,162  | \$ 5,065,487  | \$ 5,022,102  | \$ 5,114,818  | \$ 48,995,745                    |
| 64       | Pre Period Interest Adjustment   | \$ 30,444      | \$ 19,943     | \$ 14,825     | \$ 14,361     | \$ 15,874    | \$ 15,127     | \$ 21,800      | \$ 31,545     | \$ 30,784     | \$ 30,841     | \$ 27,975     | \$ 270,668                       |
| 65       | Monthly Interest Over/(Under)  | \$ 2,558,709   | \$ 1,302,371  | \$ 577,960    | \$ (407,166)  | \$ (146,790) | \$ 426,708    | \$ (2,884,080) | \$ (702,035)  | \$ 485,296    | \$ 68,348     | \$ 919,567    | \$ 1,630,243                     |
| 66       | Cumulative NMB Principal Balance   | \$ 4,216,146   | \$ 2,880,832  | \$ 2,268,088  | \$ 2,080,813  | \$ 2,824,729 | \$ 2,382,307  | \$ 5,245,181   | \$ 5,915,671  | \$ 5,416,700  | \$ 5,267,712  | \$ 4,340,270  | \$ 6,768,444                     |
| 67       | Cumulative NMB Interest Balance  | \$ 105,811     | \$ 125,755    | \$ 140,980    | \$ 154,940    | \$ 170,815   | \$ 185,598    | \$ 207,739     | \$ 239,282    | \$ 269,956    | \$ 300,627    | \$ 328,501    | \$ 3,392,256                     |
| 68       | Deferral Ending Balance - Regulatory Asset/(Liability) 182155  | \$ 4,321,468   | \$ 3,016,587  | \$ 2,433,588  | \$ 2,945,753  | \$ 2,985,544 | \$ 2,985,544  | \$ 2,566,837   | \$ 5,452,917  | \$ 6,154,952  | \$ 5,088,886  | \$ 5,588,338  | \$ 5,588,338                     |

**OHIO EDISON COMPANY (OE)**  
**Estimated (Over) / Under Collection as of August 31, 2021**

| Line No. | Description  | Source    | Actual               | FORECAST      | FORECAST      | FORECAST     |
|----------|--|-----------|----------------------|---------------|---------------|--------------|
|          |  |           | Prior period Balance | Jun 2021      | Jul 2021      | Aug 2021     |
| 1        | Beginning Balance - Regulatory Asset/(Liability) 182155  |           |                      |               |               |              |
|          | <b>Revenues</b>  |           |                      |               |               |              |
| 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   |                      |               |               |              |
|          | <b>NITS &amp; Other FERC/RTO Expenses</b>  |           |                      |               |               |              |
| 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)  |                      |               |               |              |
| 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   |           |                      |               |               |              |
|          | <b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments</b>  |           |                      |               |               |              |
| 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   |           |                      |               |               |              |
|          | <b>Adjusted NITS &amp; Other FERC/RTO Expenses</b>   |           |                      |               |               |              |
| 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) |                      |               |               |              |
|          | <b>Recoverable NITS &amp; Other FERC/RTO Expenses</b>  |           |                      |               |               |              |
| 54       | Total Adjusted Rider NMB Monthly Recoverable Expenses  | L53       |                      |               |               |              |
| 55       | Monthly Principal Over/(Under)   | L54 - L8  |                      |               |               |              |
|          | <b>Calculate Interest</b>  |           |                      |               |               |              |
| 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   |           | 14,834,375.17        |               |               |              |
| 61       | Cumulative NMB Interest Balance  |           | 4,571,604.95         |               |               |              |
| 62       | Deferral Ending Balance - Regulatory Asset/(Liability) 182155  | -L59 + L1 | 19,405,980.12        | \$ 16,560,796 | \$ 11,015,588 | \$ 7,405,298 |



**THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)**  
**Estimated (Over) / Under Collection as of August 31, 2021**

| Line No. | Description  | Source        | Actual                | FORECAST     | FORECAST   | FORECAST       |
|----------|--|---------------|-----------------------|--------------|------------|----------------|
|          |  |               | Prior Period Balances | Jun 2021     | Jul 2021   | Aug 2021       |
| 1        | Beginning Balance - Regulatory Asset/(Liability) 182155  |               |                       |              |            |                |
|          | <b>Revenues</b>  |               |                       |              |            |                |
| 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       |                       |              |            |                |
|          | <b>NITS &amp; Other FERC/RTO Expenses</b>  |               |                       |              |            |                |
| 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)      |                       |              |            |                |
| 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   |               |                       |              |            |                |
|          | <b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments</b>  |               |                       |              |            |                |
| 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   |               |                       |              |            |                |
|          | <b>Adjusted NITS &amp; Other FERC/RTO Expenses</b>   |               |                       |              |            |                |
| 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) |                       |              |            |                |
|          | <b>Recoverable NITS &amp; Other FERC/RTO Expenses</b>  |               |                       |              |            |                |
| 54       | Total Adjusted Rider NMB Monthly Recoverable Expenses  | L53           |                       |              |            |                |
| 55       | Monthly Principal Over/(Under)   | L54 - L8      |                       |              |            |                |
|          | <b>Calculate Interest</b>  |               |                       |              |            |                |
| 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   |               | 4,791,341.38          |              |            |                |
| 61       | Cumulative NMB Interest Balance  |               | 2,066,670.99          |              |            |                |
| 62       | Deferral Ending Balance - Regulatory Asset/(Liability) 182155  | -L59 + L1     | 6,858,012.37          | \$ 4,751,414 | \$ 238,104 | \$ (4,048,216) |

**THE TOLEDO EDISON COMPANY (TE)**  
**Estimated (Over) / Under Collection as of August 31, 2021**

| Line No. | Description  | Source          | Actual                | FORECAST     | FORECAST     | FORECAST     |
|----------|--|-----------------|-----------------------|--------------|--------------|--------------|
|          |  |                 | Prior Period Balances | Jun 2021     | Jul 2021     | Aug 2021     |
| 1        | Beginning Balance - Regulatory Asset/(Liability) 182155  |                 |                       |              |              |              |
|          | <b>Revenues</b>  |                 |                       |              |              |              |
| 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         |                       |              |              |              |
|          | <b>NITS &amp; Other FERC/RTO Expenses</b>  |                 |                       |              |              |              |
| 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)        |                       |              |              |              |
| 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   |                 |                       |              |              |              |
|          | <b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments</b>  |                 |                       |              |              |              |
| 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   |                 |                       |              |              |              |
|          | <b>Adjusted NITS &amp; Other FERC/RTO Expenses</b>   |                 |                       |              |              |              |
| 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) |                       |              |              |              |
|          | <b>Recoverable NITS &amp; Other FERC/RTO Expenses</b>  |                 |                       |              |              |              |
| 54       | Total Adjusted Rider NMB Monthly Recoverable Expenses  | L53             |                       |              |              |              |
| 55       | Monthly Principal Over/(Under)   | L54 - L8        |                       |              |              |              |
|          | <b>Calculate Interest</b>  |                 |                       |              |              |              |
| 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   |                 | 4,340,270.30          |              |              |              |
| 61       | Cumulative NMB Interest Balance  |                 | 328,501.21            |              |              |              |
| 62       | Deferral Ending Balance - Regulatory Asset/(Liability) 182155  | -L59 + L1       | 4,668,771.51          | \$ 4,504,121 | \$ 3,069,537 | \$ 2,236,574 |

**Forecasted Rider NMB Revenue Excl. Pilot Participants (June 2021 - August 2021)**

|     | Billing Units <sup>2</sup> |        |        | Jun 2021 - Aug 2021 |        | Revenue <sup>4</sup> |        |        |
|-----|----------------------------|--------|--------|---------------------|--------|----------------------|--------|--------|
|     | Jun-21                     | Jul-21 | Aug-21 | Rate                | Unit   | Jun-21               | Jul-21 | Aug-21 |
| OE  | RS                         |        |        | \$ 0.022875         | \$/kWh |                      |        |        |
|     | GS                         |        |        | \$ 6.8854           | \$/kW  |                      |        |        |
|     | GP                         |        |        | \$ 7.3128           | \$/kW  |                      |        |        |
|     | GSU                        |        |        | \$ 6.1746           | \$/kVa |                      |        |        |
|     | GT                         |        |        | \$ 5.6987           | \$/kVa |                      |        |        |
|     | LTG <sup>1</sup>           |        |        | \$ 0.020535         | \$/kWh |                      |        |        |
| CEI | RS                         |        |        | \$ 0.024259         | \$/kWh |                      |        |        |
|     | GS                         |        |        | \$ 6.9307           | \$/kW  |                      |        |        |
|     | GP                         |        |        | \$ 8.3549           | \$/kW  |                      |        |        |
|     | GSU                        |        |        | \$ 7.5080           | \$/kW  |                      |        |        |
|     | GT                         |        |        | \$ 3.8688           | \$/kVa |                      |        |        |
|     | LTG <sup>1</sup>           |        |        | \$ 0.017887         | \$/kWh |                      |        |        |
| TE  | RS                         |        |        | \$ 0.024802         | \$/kWh |                      |        |        |
|     | GS                         |        |        | \$ 6.7011           | \$/kW  |                      |        |        |
|     | GP                         |        |        | \$ 6.2622           | \$/kW  |                      |        |        |
|     | GSU                        |        |        | \$ 6.0679           | \$/kVa |                      |        |        |
|     | GT                         |        |        | \$ 6.7637           | \$/kVa |                      |        |        |
|     | LTG <sup>1</sup>           |        |        | \$ 0.013031         | \$/kWh |                      |        |        |

Note(s):

1 - LTG includes Traffic Lighting only

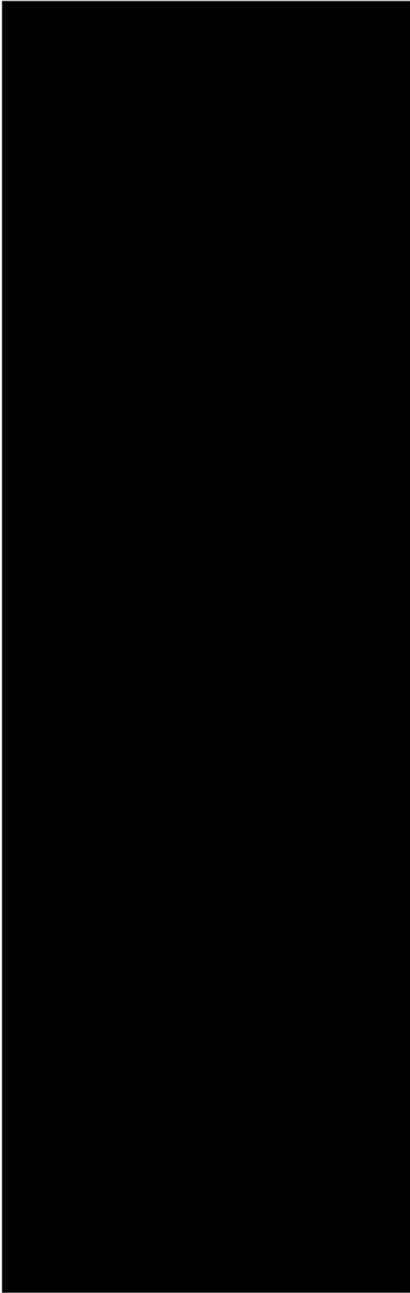
2 - Source: Forecast as of June 2021 less Pilot Participants as of June 1, 2021

3 - Source: Rates - Rider NMB, Sheet 119, Effective June 1, 2021

4 - Calculation: Billing Units x Rate



**Forecasted Rider NMB Expenses Excl. Pilot Participants (Jun. 2021 - Aug. 2021)**

|   | Company | G/L Account | Jun-21  | Jul-21        | Aug-21        |
|---|---------|-------------|---|---------------|---------------|
| <b>Expenses</b>   |         |             |   |               |               |
| 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      |             | \$ 29,562,617   | \$ 30,534,304 | \$ 30,534,304 |
|   | CE      |             | \$ 21,759,437   | \$ 22,475,718 | \$ 22,475,718 |
|   | TE      |             | \$ 11,136,256   | \$ 11,501,731 | \$ 11,501,731 |
|   | Total   |             | \$62,458,309  | \$64,511,753  | \$64,511,753  |

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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 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 15<sup>th</sup> 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)         | 2.2546¢  |
| GS* (per kW of Billing Demand) | \$6.2366 |
| GP* (per kW of Billing Demand) | \$7.6816 |
| GSU (per kW of Billing Demand) | \$7.2258 |
| GT (per kVa of Billing Demand) | \$3.3001 |
| STL (all kWhs, per kWh)        | 0.0000¢  |
| TRF (all kWhs, per kWh)        | 1.6611¢  |
| 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 15<sup>th</sup> 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.

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Filed pursuant to Orders dated August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016, March 28, 2018, February 27, 2019, and October 23, 2019 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, 17-2378-EL-RDR and 18-1818-EL-RDR, respectively, and case No. 20-1768-EL-RDR, before

The Public Utilities Commission of Ohio

**This foregoing document was electronically filed with the Public Utilities**

**Commission of Ohio Docketing Information System on**

**6/17/2021 6:57:20 PM**

**in**

**Case No(s). 21-0695-EL-RDR, 89-6001-EL-TRF**

Summary: Tariff Update of Rider NMB electronically filed by Mrs. Nancy E Davis on behalf of The Cleveland Electric Illuminating Company and Fanelli, Santino Mr.