

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
89-6008-EL-TRF

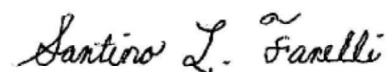
Dear Ms. Troupe:

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 Toledo Edison Company. These tariff pages reflect changes to Rider NMB and its associated pages, to be effective September 1, 2021.

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

Please file one copy of the tariffs in Case Nos. 21-0695-EL-RDR and 89-6008-EL-TRF, and two copies to the Staff. Thank you.

Sincerely,



Santino L. Fanelli
Director, Rates & Regulatory Affairs

Enclosures

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)

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

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*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 (Before CAT Tax) 6 months ending Feb-22 (A)	Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	Typical Bill Adjustment (D)	Total Allocated Balance (E) = (C) - (D)	CAT Tax (F) = (E) * 0.26% / (1-0.26%)	Revenue Requirement (G) = (E) + (F)	Billing Units (H)	NMB Rates (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 (Before CAT Tax) 6 months ending Feb-22 (A)	Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	Typical Bill Adjustment (D)	Total Allocated Balance (E) = (C) - (D)	CAT Tax (F) = (E) * 0.26% / (1-0.26%)	Revenue Requirement (G) = (E) + (F)	Billing Units (H)	NMB Rates (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 (Before CAT Tax) 6 months ending Feb-22 (A)	Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	Typical Bill Adjustment (D)	Total Allocated Balance (E) = (C) - (D)	CAT Tax (F) = (E) * 0.26% / (1-0.26%)	Revenue Requirement (G) = (E) + (F)	Billing Units (H)	NMB Rates (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 / COMPANY	JUNE PEAK KW (B)	JULY PEAK KW (C)	AUGUST PEAK KW (D)	SEPTEMBER PEAK KW (E)	AVERAGE PEAK KW (F)=SUM(B:E)/4	DEMAND ALLOCATION FACTORS (G)
1							
2	OE						
3	RS						49.98%
4	GS						28.82%
5	GP						9.68%
6	GSU						2.61%
7	GT						8.87%
8	Lighting*						0.04%
9	TOTAL						100.00%
10							
11	CEI						
12	RS						41.85%
13	GS						37.61%
14	GP						1.90%
15	GSU						15.27%
16	GT						3.30%
17	Lighting*						0.07%
18	TOTAL						100.00%
19							
20	TE						
21	RS						39.07%
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			

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	\$ 26,859,920	\$ 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	\$ 326,874,524
4	Monthly CAT 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	\$ 326,874,524
5	Monthly CAT Amount		\$ 86,158	\$ 78,710	\$ 70,117	\$ 65,881	\$ 69,567	\$ 74,171	\$ 72,038	\$ 70,733	\$ 89,514	\$ 85,424	\$ 88,960	\$ 849,354
6	NMB Revenues Excluding CAT		\$ 33,051,464	\$ 30,194,487	\$ 28,618,087	\$ 25,303,820	\$ 25,532,947	\$ 28,452,961	\$ 27,634,973	\$ 27,134,413	\$ 34,338,995	\$ 32,770,016	\$ 34,511,189	\$ 326,025,171
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 Associated with Current NITS & Other FERC/RTD Expenses		\$ 31,881,937	\$ 29,169,960	\$ 27,449,560	\$ 24,194,293	\$ 24,363,420	\$ 27,283,614	\$ 26,465,446	\$ 29,834,850	\$ 33,268,397	\$ 31,600,488	\$ 33,349,661	\$ 311,748,844
9	NITS & Other FERC/RTD Expenses:													
10	NITS Expenses (507003)		\$ 23,257,328	\$ 23,284,310	\$ 22,457,189	\$ 23,308,910	\$ 22,559,824	\$ 23,311,084	\$ 27,335,118	\$ 24,689,435	\$ 27,402,707	\$ 27,355,456	\$ 26,543,500	\$ 271,583,281
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													
16	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)		\$ 238,665	\$ 256,465	\$ 30,828	\$ 338,377	\$ 133,921	\$ 181,379	\$ 116,344	\$ 398,981	\$ 218,432	\$ 98,913	\$ 311,948	\$ 2,323,290
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	\$ 452,920	\$ 4,862,367
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	\$ 1,763,490	\$ 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 Uplift (570039)		\$ 1,930	\$ (186)	\$ (442)	\$ (783)	\$ (1,346)	\$ 1,019	\$ 808	\$ 470	\$ 2,752	\$ 2,066	\$ (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 Expenses - exclude from NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	MISO Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	MISO Integration Costs - exclude from NITS Expense		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	Load Reconciliation for Reactive Services/Sch. 2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35	MTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	MISO Integration Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	MISO Integration Expenses (507514)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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 Uplift		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 23,308,910	\$ 22,559,824	\$ 23,311,084	\$ 27,335,118	\$ 24,689,435	\$ 27,402,707	\$ 27,355,456	\$ 26,543,500	\$ 271,583,281
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	\$ 338,377	\$ 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	Legacy RTEP Expenses		\$ 404,683	\$ 405,252	\$ 405,667	\$ 405,670	\$ 405,636	\$ 405,772	\$ 451,447	\$ 450,936	\$ 452,648	\$ 451,735	\$ 452,920	\$ 4,862,367
57	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	\$ 1,763,490	\$ 1,781,456	\$ 1,782,796	\$ 20,529,887
58	Generation Deactivation Charges		\$ (82)	\$ (516)	\$ (22,440)	\$ (5,665)	\$ (124)	\$ 471	\$ 23,385	\$ (1,740)	\$ (14,716)	\$ 5,817	\$ (6,018)	\$ 20,011
59	Meter Correction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
60	Emergency Energy		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
61	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
62	Planning Period Congestion Uplift		\$ 1,930	\$ (186)	\$ (442)	\$ (783)	\$ (1,346)	\$ 1,019	\$ 808	\$ 470	\$ 2,752	\$ 2,066	\$ (6,255)	\$ 682
63	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
64	Total Adjusted NITS & Other FERC/RTD Expenses:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
65	Recoverable NITS & Other FERC/RTD Expenses:													
66	Total Adjusted Rider NMB Monthly Recoverable Expenses		\$ 18,875,960	\$ 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	\$ 21,056,810	\$ 241,981,684
67	Calculate Interest		\$ 108,324	\$ 88,701	\$ 82,571	\$ 89,742	\$ 101,400	\$ 105,594	\$ 117,697	\$ 137,416	\$ 133,539	\$ 129,464	\$ 114,771	\$ 1,318,597
68	Balance Subject to Interest		\$ 5,003,166	\$ 2,217,623	\$ 38,090	\$ (2,676,585)	\$ (1,913,020)	\$ 66,520	\$ (4,512,440)	\$ 2,951,193	\$ 2,951,193	\$ 882,317	\$ 3,420,430	\$ 1,746,845
69	Monthly Interest Over (Under)		\$ 13,654,205	\$ 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
70	Cumulative NMB Principal Balance		\$ 3,474,341	\$ 3,663,942	\$ 3,945,613	\$ 3,735,365	\$ 3,942,440	\$ 4,000,010	\$ 4,197,432	\$ 4,330,371	\$ 4,450,834	\$ 4,550,834	\$ 4,650,834	\$ 4,750,834
71	Deferred Ending Balance - Regulatory Asset (Liability) 182155		\$ 17,428,546	\$ 15,110,923	\$ 15,110,923	\$ 15,172,857	\$ 17,940,714	\$ 19,482,743	\$ 19,392,923	\$ 23,005,372	\$ 26,859,920	\$ 23,708,727	\$ 22,826,411	\$ 311,748,844

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)

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													
2	Revenues													
3	Non-Market Based Rider (NMB) Revenues		\$ 13,224,004	\$ 10,051,594	\$ 7,435,507	\$ 7,279,277	\$ 7,694,208	\$ 8,586,880	\$ 8,339,411	\$ 12,144,783	\$ 13,146,591	\$ 10,423,742	\$ 9,638,342	
4	Total Adjusted NMB Revenues		\$ 24,612,107	\$ 23,661,364	\$ 20,448,340	\$ 20,696,430	\$ 20,089,186	\$ 21,632,756	\$ 20,218,311	\$ 21,105,488	\$ 25,008,979	\$ 24,267,180	\$ 25,616,068	\$ 248,766,236
5	Monthly CAT Amount		\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961
6	Total Adjusted CAT		\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961	\$ 83,961
7	NMB Revenues Excluding CAT	L3 - L5	\$ 24,528,146	\$ 23,577,403	\$ 20,364,379	\$ 20,612,469	\$ 19,999,225	\$ 21,548,795	\$ 20,134,350	\$ 21,015,527	\$ 24,925,018	\$ 24,183,219	\$ 25,532,107	\$ 248,682,275
8	NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses		\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 9,006,520
9	NITS & Other FERC/RTO Expenses:	L6 - L7	\$ 23,447,494	\$ 23,018,361	\$ 19,844,033	\$ 19,702,071	\$ 19,136,303	\$ 20,675,859	\$ 19,265,091	\$ 20,140,960	\$ 24,440,844	\$ 23,333,356	\$ 24,648,844	\$ 237,311,623
10	NITS Expenses (507003)		\$ 17,795,672	\$ 17,760,753	\$ 17,044,542	\$ 17,772,848	\$ 17,210,294	\$ 17,779,308	\$ 20,228,293	\$ 18,219,093	\$ 20,209,812	\$ 20,159,928	\$ 19,434,520	\$ 203,764,830
11	PJM Integration Costs - exclude from NITS Expenses													\$ (21,277)
12	MISO Exit Fees - exclude from NITS Expenses													\$ (506,354)
13	Load Reconciliation for Reactive Services/Sch. 2 (507105)		\$ 707,872	\$ 651,416	\$ 598,605	\$ 608,816	\$ 614,782	\$ 612,103	\$ 500,245	\$ 593,284	\$ 610,976	\$ 609,810	\$ 602,563	\$ 6,677,603
14	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)		\$ 175,415	\$ 193,414	\$ 24,240	\$ 257,782	\$ 103,325	\$ 136,686	\$ 85,789	\$ 267,357	\$ 164,579	\$ 77,450	\$ 241,136	\$ 1,757,172
15	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	PJM Integration Expenses (507514)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	MISO Exit Fee Expenses (507515)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)		\$ 300,702	\$ 309,655	\$ 300,242	\$ 300,234	\$ 300,512	\$ 300,501	\$ 334,021	\$ 333,171	\$ 333,666	\$ 332,927	\$ 331,513	\$ 3,922,285
19	Non-Legacy RTEP Expenses (507509)		\$ 1,318,534	\$ 1,317,562	\$ 1,343,659	\$ 1,317,136	\$ 1,413,173	\$ 1,571,256	\$ 1,484,066	\$ 1,576,391	\$ 1,302,211	\$ 1,312,825	\$ 1,303,377	\$ 15,426,472
20	Generation Deactivation Charges (507007)		\$ (41)	\$ (266)	\$ 11,793	\$ (3,184)	\$ (66)	\$ 237	\$ 11,100	\$ (827)	\$ (6,944)	\$ 3,142	\$ (5,253)	\$ 9,862
21	Meter Correction (508012)													\$ -
22	Emergency Energy (508013)													\$ -
23	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)		\$ 103,221	\$ 102,634	\$ 46,032	\$ 83,675	\$ 83,976	\$ 165,960	\$ 61,200	\$ 65,248	\$ 73,205	\$ 175,149	\$ 97,265	\$ 982,286
24	Planning Period Congestion Upfall (570038)		\$ 1,426	\$ -	\$ (137)	\$ (583)	\$ (1,001)	\$ 758	\$ 599	\$ 349	\$ 2,043	\$ 2,023	\$ -	\$ 477
25	PJM Customer Default (506510)		\$ 20,411,801	\$ 20,354,751	\$ 19,467,783	\$ 20,345,577	\$ 19,713,965	\$ 20,581,847	\$ 22,314,253	\$ 21,083,036	\$ 22,513,023	\$ 22,469,436	\$ 21,823,684	\$

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	\$ 27,903	\$ 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	\$ 27,903	\$ 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	\$ 10,588,641	\$ 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/RTO Expenses	\$ 12,459,487	\$ 11,166,501	\$ 10,003,614	\$ 9,447,453	\$ 9,064,282	\$ 10,363,865	\$ 8,653,604	\$ 10,025,854	\$ 11,789,990	\$ 11,575,410	\$ 12,076,696	\$ 118,364,762
9	NITS & Other FERC/RTO 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 Expense												\$ (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	\$ 83,957	\$ 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/lt (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/RTO 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/RTO Expense Adjustments:												
27	NITS Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28	PJM Integration Costs - exclude from NITS Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	MSO Exit Fees - exclude from NITS Expense	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Load Reconciliation for Reactive Services/Sch. 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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/lt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	PJM Customer Default	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
43	Adjusted NITS & Other FERC/RTO 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 Expense	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (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	\$ 83,957	\$ 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/lt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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/RTO 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/RTO 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)	\$ (128,888)	\$ (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)	\$ 425,708	\$ (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	\$ 185,939	\$ 207,736	\$ 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					
	Revenues					
2	Non-Market Based Rider (NMB) Revenues					
3	Total Adjusted NMB Revenues					
4	Monthly CAT Amount					
5	Total Adjusted CAT Amount					
6	NMB Revenues Excluding CAT	L3 - L5				
7	NMB Revenue Associated with amortization of Legacy RTEP expenses					
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7				
	NITS & Other FERC/RTO Expenses					
9	NITS Expenses (507003)	(507003)				
10	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)				
11	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)				
12	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)				
13	PJM Integration Expenses (507514)	(507514)				
14	MISO Exit Fee Expenses (507515)	(507515)				
15	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)				
16	Non-Legacy RTEP Expenses (507509)	(507509)				
17	Generation Deactivation Charges (507007)	(507007)				
18	Meter Correction (506012)	(506012)				
19	Emergency Energy (506013)	(506013)				
20	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)				
21	Planning Period Congestion Uplift (570039)	(570039)				
22	PJM Customer Default (506510)	(506510)				
23	Total NITS & Other FERC/RTO Expenses					
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
24	NITS Expenses					
25	Load Reconciliation for Reactive Services/Sch. 2					
26	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1					
27	MTEP Expenses					
28	PJM Integration Expenses					
29	MISO Exit Fee Expenses					
30	Legacy RTEP Expenses					
31	Non-Legacy RTEP Expenses					
32	Generation Deactivation Charges					
33	Meter Correction					
34	Emergency Energy					
35	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services					
36	Planning Period Congestion Uplift					
37	PJM Customer Default					
38	Total Prior Period NITS & Other FERC/RTO Expense Adjustments					
	Adjusted NITS & Other FERC/RTO Expenses					
39	NITS Expenses	L9 + L24				
40	Load Reconciliation for Reactive Services/Sch. 2	L10 + L25				
41	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L11 + L26				
42	MTEP Expenses	L12 + L27				
43	PJM Integration Expenses	L13 + L28				
44	MISO Exit Fee Expenses	L14 + L29				
45	Legacy RTEP Expenses	L15 + L30				
46	Non-Legacy RTEP Expenses	L16 + L31				
47	Generation Deactivation Charges	L17 + L32				
48	Meter Correction	L18 + L33				
49	Emergency Energy	L19 + L34				
50	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L20 + L35				
51	Planning Period Congestion Uplift	L21 + L36				
52	PJM Customer Default	L22 + L37				
53	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L39)				
	Recoverable NITS & Other FERC/RTO Expenses					
54	Total Adjusted Rider NMB Monthly Recoverable Expenses	L53				
55	Monthly Principal Over/(Under)	L54 - L8				
	Calculate Interest					
56	Balance Subject to Interest					
57	Prior Period Interest Adjustment					
58	Monthly Interest Over/(Under)					
59	Monthly Deferral Over/(Under)					
60	Cumulative NMB Principal Balance		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					
	Revenues					
2	Non-Market Based Rider (NMB) Revenues					
3	Total Adjusted NMB Revenues					
4	Monthly CAT Amount					
5	Total Adjusted CAT Amount					
6	NMB Revenues Excluding CAT	L3 - L5				
7	NMB Revenue Associated with amortization of Legacy RTEP expenses					
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7				
	NITS & Other FERC/RTO Expenses					
9	NITS Expenses (507003)	(507003)				
10	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)				
11	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)				
12	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)				
13	PJM Integration Expenses (507514)	(507514)				
14	MISO Exit Fee Expenses (507515)	(507515)				
15	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)				
16	Non-Legacy RTEP Expenses (507509)	(507509)				
17	Generation Deactivation Charges (507007)	(507007)				
18	Meter Correction (506012)	(506012)				
19	Emergency Energy (506013)	(506013)				
20	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)				
21	Planning Period Congestion Uplift (570039)	(570039)				
22	PJM Customer Default (506510)	(506510)				
23	Total NITS & Other FERC/RTO Expenses					
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
24	NITS Expenses					
25	Load Reconciliation for Reactive Services/Sch. 2					
26	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1					
27	MTEP Expenses					
28	PJM Integration Expenses					
29	MISO Exit Fee Expenses					
30	Legacy RTEP Expenses					
31	Non-Legacy RTEP Expenses					
32	Generation Deactivation Charges					
33	Meter Correction					
34	Emergency Energy					
35	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services					
36	Planning Period Congestion Uplift					
37	PJM Customer Default					
38	Total Prior Period NITS & Other FERC/RTO Expense Adjustments					
	Adjusted NITS & Other FERC/RTO Expenses					
39	NITS Expenses	L9 + L24				
40	Load Reconciliation for Reactive Services/Sch. 2	L10 + L25				
41	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L11 + L26				
42	MTEP Expenses	L12 + L27				
43	PJM Integration Expenses	L13 + L28				
44	MISO Exit Fee Expenses	L14 + L29				
45	Legacy RTEP Expenses	L15 + L30				
46	Non-Legacy RTEP Expenses	L16 + L31				
47	Generation Deactivation Charges	L17 + L32				
48	Meter Correction	L18 + L33				
49	Emergency Energy	L19 + L34				
50	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L20 + L35				
51	Planning Period Congestion Uplift	L21 + L36				
52	PJM Customer Default	L22 + L37				
53	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L39-L52)				
	Recoverable NITS & Other FERC/RTO Expenses					
54	Total Adjusted Rider NMB Monthly Recoverable Expenses	L53				
55	Monthly Principal Over/(Under)	L54 - L8				
	Calculate Interest					
56	Balance Subject to Interest					
57	Prior Period Interest Adjustment					
58	Monthly Interest Over/(Under)					
59	Monthly Deferral Over/(Under)					
60	Cumulative NMB Principal Balance		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					
	Revenues					
2	Non-Market Based Rider (NMB) Revenues					
3	Total Adjusted NMB Revenues					
4	Monthly CAT Amount					
5	Total Adjusted CAT Amount					
6	NMB Revenues Excluding CAT	L3 - L5				
7	NMB Revenue Associated with amortization of Legacy RTEP expenses					
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7				
	NITS & Other FERC/RTO Expenses					
9	NITS Expenses (507003)	(507003)				
10	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)				
11	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)				
12	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)				
13	PJM Integration Expenses (507514)	(507514)				
14	MISO Exit Fee Expenses (507515)	(507515)				
15	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)				
16	Non-Legacy RTEP Expenses (507509)	(507509)				
17	Generation Deactivation Charges (507007)	(507007)				
18	Meter Correction (506012)	(506012)				
19	Emergency Energy (506013)	(506013)				
20	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)				
21	Planning Period Congestion Uplift (570039)	(570039)				
22	PJM Customer Default (506510)	(506510)				
23	Total NITS & Other FERC/RTO Expenses					
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
24	NITS Expenses					
25	Load Reconciliation for Reactive Services/Sch. 2					
26	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1					
27	MTEP Expenses					
28	PJM Integration Expenses					
29	MISO Exit Fee Expenses					
30	Legacy RTEP Expenses					
31	Non-Legacy RTEP Expenses					
32	Generation Deactivation Charges					
33	Meter Correction					
34	Emergency Energy					
35	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services					
36	Planning Period Congestion Uplift					
37	PJM Customer Default					
38	Total Prior Period NITS & Other FERC/RTO Expense Adjustments					
	Adjusted NITS & Other FERC/RTO Expenses					
39	NITS Expenses	L9 + L24				
40	Load Reconciliation for Reactive Services/Sch. 2	L10 + L25				
41	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L11 + L26				
42	MTEP Expenses	L12 + L27				
43	PJM Integration Expenses	L13 + L28				
44	MISO Exit Fee Expenses	L14 + L29				
45	Legacy RTEP Expenses	L15 + L30				
46	Non-Legacy RTEP Expenses	L16 + L31				
47	Generation Deactivation Charges	L17 + L32				
48	Meter Correction	L18 + L33				
49	Emergency Energy	L19 + L34				
50	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L20 + L35				
51	Planning Period Congestion Uplift	L21 + L36				
52	PJM Customer Default	L22 + L37				
53	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L39 - L52)				
	Recoverable NITS & Other FERC/RTO Expenses					
54	Total Adjusted Rider NMB Monthly Recoverable Expenses	L53				
55	Monthly Principal Over/(Under)	L54 - L8				
	Calculate Interest					
56	Balance Subject to Interest					
57	Prior Period Interest Adjustment					
58	Monthly Interest Over/(Under)					
59	Monthly Deferral Over/(Under)					
60	Cumulative NMB Principal Balance		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 ²			Jun 2021 - Aug 2021		Revenue ⁴	
	Jun-21	Jul-21	Aug-21	Rate	Unit	Jun-21	Jul-21
OE RS				\$ 0.022875	\$/kWh		
GS				\$ 6.8854	\$/kW		
GP				\$ 7.3128	\$/kW		
GSU				\$ 6.1746	\$/kVa		
GT				\$ 5.6987	\$/kVa		
LTG ¹				\$ 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 ¹				\$ 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 ¹				\$ 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)

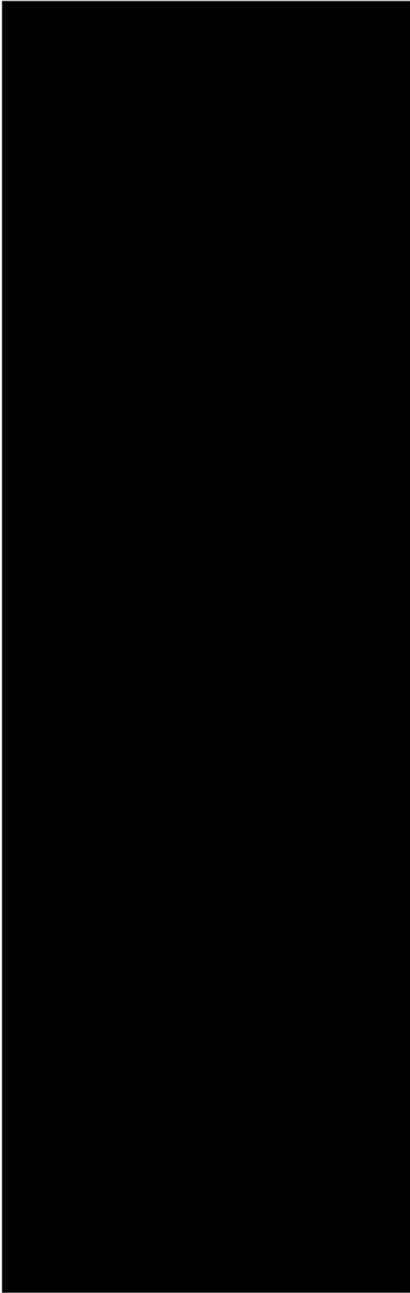
	Company	G/L Account	Jun-21	Jul-21	Aug-21
Expenses					
PJM Network Service	OE	507003			
	CE	507003			
	TE	507003			
	Total				
PJM Ancillaries - Sch 2 Reactive	OE	507105			
	CE	507105			
	TE	507105			
	Total				
Schedule 1A - Scheduling and Dispatch	OE	507502			
	CE	507502			
	TE	507502			
	Total				
Non-Legacy RTEP Expenses	OE	507509			
	CE	507509			
	TE	507509			
	Total				
Legacy RTEP Expenses	OE	507510			
	CE	507510			
	TE	507510			
	Total				
Generation Deactivation Charges	OE	507007			
	CE	507007			
	TE	507007			
	Total				
PJM Customer Default	OE	506510			
	CE	506510			
	TE	506510			
	Total				
Meter Correction	OE	506012			
	CE	506012			
	TE	506012			
	Total				
Emergency Energy	OE	506013			
	CE	506013			
	TE	506013			
	Total				
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	OE	507008			
	CE	507008			
	TE	507008			
	Total				
Planning Period Congestion Uplift	OE	570039			
	CE	570039			
	TE	570039			
	Total				
Total NMB Expense	OE		\$ 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, 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

The Public Utilities Commission of Ohio

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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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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

The Public Utilities Commission of Ohio

RIDER NMB
Non-Market-Based Services Rider

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

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

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

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

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

NMB charges:

RS (all kWhs, per kWh)	2.4019¢
GS* (per kW of Billing Demand)	\$6.5000
GP* (per kW of Billing Demand)	\$6.0130
GSU (per kVa of Billing Demand)	\$5.9972
GT (per kVa of Billing Demand)	\$7.7620
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.2535¢
POL (all kWhs, per kWh)	0.0000¢

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

RIDER UPDATES:

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

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

The Public Utilities Commission of Ohio

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in

Case No(s). 21-0695-EL-RDR, 89-6008-EL-TRF

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