

December 16, 2021

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

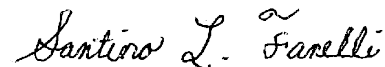
SUBJECT: Case Nos. 21-1225-EL-RDR

Dear Ms. Troupe:

In response to and compliance with the Orders of August 25, 2010, July 18, 2012, July 1, 2015 and March 31, 2016 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, and 14-1297-EL-SSO, respectively, the Orders dated February 27, 2019 and October 23, 2019 in Case No. 18-1818-EL-RDR and the Order dated August 25, 2021, in Case No. 21-695-EL-RDR, please file the attached tariff pages on behalf of Ohio Edison Company. These tariff pages reflect changes to Rider NMB and its associated pages, which are being provided as part of the audit application for Rider NMB.

Please file one copy of the tariff in Case Nos. 21-1225-EL-RDR. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Santino L. Fanelli". The signature is written in a cursive, flowing style.

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. 21-1225-EL-RDR
Cleveland Electric Illuminating Company)
and The Toledo Edison Company)

**NON-MARKET-BASED SERVICES RIDER (RIDER NMB) REPORT IN
SUPPORT OF STAFF’S 2022 ANNUAL REVIEW SUBMITTED BY OHIO
EDISON COMPANY, THE CLEVELAND ELECTRIC ILLUMINATING
COMPANY AND THE TOLEDO EDISON COMPANY**

In its Order in Case No. 12-1230-EL-SSO (“Order”), the Commission clarified that Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company (collectively, “Companies”) should file annually an application, in a separate docket, for a review of certain riders approved in that proceeding. Further, in its Order in Case No. 15-0648-EL-RDR, the Commission specified that the Companies should make their filing for Rider NMB no later than January 15 of each year with rates to be effective no later than 75 days following the filing of the application. Pursuant to these prior Orders, the Companies hereby submit this Report on the Companies’ Rider NMB for the twelve-month period beginning March 1, 2022.

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, 20-1768-EL-RDR and 21-0695-EL-RDR, the Companies submit the following Exhibits:

- Exhibit A: Rider NMB – Rate Design (Tariff Effective March 1, 2022)
- Exhibit B: Rider NMB - Deferral Worksheet (Actual Costs and Revenues through November 30, 2021)

- Exhibit C: Rider NMB – Estimated (Over) Under Collection as of February 28, 2022
- Exhibit D: Rider NMB –Tariff Sheets Effective March 1, 2022

Respectfully submitted,

/s/ Christine E. Watchorn
Christine E. Watchorn (0075919)
FIRSTENERGY SERVICE COMPANY
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(Willing to accept service by email)

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

RATE CALCULATION FOR RIDER NMB (March 2022 - February 2023)

OHIO EDISON											
		Demand Allocators	Allocated Balance	Typical Bill Adjustment	Total Allocated Balance	CAT Tax	Revenue Requirement	Billing Units		NMB Rates	
		(B)	(C) = (A) * (B)	(D)	(E) = (C) + (D)	(F) = (E) * 0.26% / (1-0.26%)	(G) = (E) + (F)	(H)		(I) = (G) / (H)	
Revenue Requirement											
(Before CAT Tax)	RS	49.38%	\$ 163,545,936	\$ -	\$ 163,545,936	\$ 426,328	\$ 163,972,264	9,209,083,747	kWh	\$ 0.017805	per kWh
12 months ending	GS	29.64%	\$ 98,174,301	\$ -	\$ 98,174,301	\$ 255,919	\$ 98,430,220	18,182,798	kW	\$ 5.4134	per kW
Feb-23	GP	9.60%	\$ 31,798,575	\$ -	\$ 31,798,575	\$ 82,892	\$ 31,881,466	6,336,420	kW	\$ 5.0315	per kW
(A)	GSU	2.77%	\$ 9,187,233	\$ -	\$ 9,187,233	\$ 23,949	\$ 9,211,182	2,034,285	kVa	\$ 4.5280	per kVa
	GT	8.56%	\$ 28,334,352	\$ 2,042,303	\$ 30,376,655	\$ 79,185	\$ 30,455,840	6,144,699	kVa	\$ 4.9564	per kVa
\$ 331,182,641	TRF	0.04%	\$ 142,245	\$ -	\$ 142,245	\$ 371	\$ 142,615	8,648,835	kWh	\$ 0.016490	per kWh
CLEVELAND ELECTRIC ILLUMINATING COMPANY											
		Demand Allocators	Allocated Balance	Typical Bill Adjustment	Total Allocated Balance	CAT Tax	Revenue Requirement	Billing Units		NMB Rates	
		(B)	(C) = (A) * (B)	(D)	(E) = (C) + (D)	(F) = (E) * 0.26% / (1-0.26%)	(G) = (E) + (F)	(H)		(I) = (G) / (H)	
Revenue Requirement											
(Before CAT Tax)	RS	41.65%	\$ 102,972,062	\$ -	\$ 102,972,062	\$ 268,425	\$ 103,240,487	5,416,672,352	kWh	\$ 0.019060	per kWh
12 months ending	GS	37.31%	\$ 92,225,378	\$ -	\$ 92,225,378	\$ 240,411	\$ 92,465,789	16,773,967	kW	\$ 5.5125	per kW
Feb-23	GP	2.19%	\$ 5,412,258	\$ -	\$ 5,412,258	\$ 14,109	\$ 5,426,367	825,103	kW	\$ 6.5766	per kW
(A)	GSU	14.86%	\$ 36,735,999	\$ -	\$ 36,735,999	\$ 95,763	\$ 36,831,762	6,390,248	kW	\$ 5.7637	per kW
	GT	3.93%	\$ 9,712,023	\$ -	\$ 9,712,023	\$ 25,317	\$ 9,737,340	2,994,259	kVa	\$ 3.2520	per kVa
\$ 247,212,149	TRF	0.06%	\$ 154,428	\$ -	\$ 154,428	\$ 403	\$ 154,831	11,031,653	kWh	\$ 0.014035	per kWh
TOLEDO EDISON											
		Demand Allocators	Allocated Balance	Typical Bill Adjustment	Total Allocated Balance	CAT Tax	Revenue Requirement	Billing Units		NMB Rates	
		(B)	(C) = (A) * (B)	(D)	(E) = (C) + (D)	(F) = (E) * 0.26% / (1-0.26%)	(G) = (E) + (F)	(H)		(I) = (G) / (H)	
Revenue Requirement											
(Before CAT Tax)	RS	39.84%	\$ 48,520,687	\$ -	\$ 48,520,687	\$ 126,483	\$ 48,647,169	2,516,575,719	kWh	\$ 0.019331	per kWh
12 months ending	GS	22.83%	\$ 27,802,630	\$ -	\$ 27,802,630	\$ 72,475	\$ 27,875,105	5,337,672	kW	\$ 5.2223	per kW
Feb-23	GP	11.27%	\$ 13,719,538	\$ -	\$ 13,719,538	\$ 35,764	\$ 13,755,302	2,771,312	kW	\$ 4.9635	per kW
(A)	GSU	0.25%	\$ 300,234	\$ -	\$ 300,234	\$ 783	\$ 301,017	53,066	kVa	\$ 5.6725	per kVa
	GT	25.80%	\$ 31,413,228	\$ 1,617,081	\$ 33,030,309	\$ 86,103	\$ 33,116,412	4,694,546	kVa	\$ 7.0542	per kVa
\$ 121,774,378	TRF	0.01%	\$ 18,061	\$ -	\$ 18,061	\$ 47	\$ 18,108	1,845,022	kWh	\$ 0.009814	per kWh

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): See Exhibit A, page 3 of 6, Lines 80-82. 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 6 lines 10 - 13

DEMAND ALLOCATORS EXCLUDING EXPECTED PILOT PARTICIPANTS

LINE NO.	RATE CODE / COMPANY (A)	JUNE PEAK kW (B)	JULY PEAK kW (C)	AUGUST PEAK kW (D)	SEPTEMBER PEAK kW (E)	AVERAGE PEAK kW (F)=SUM(B:E)/4	DEMAND ALLOCATION FACTORS (G)
1							
2	OE						
3	RS	2,291,819	2,417,870	2,688,287	1,579,289	2,244,316	49.38%
4	GS	1,503,791	1,302,101	1,110,246	1,472,784	1,347,231	29.64%
5	GP	455,745	417,202	389,466	483,055	436,367	9.60%
6	GSU	130,639	121,924	115,144	136,591	126,075	2.77%
7	GT	380,573	366,113	380,052	428,573	388,828	8.56%
8	Lighting*	1,833	1,874	1,795	2,306	1,952	0.04%
9	TOTAL	<u>4,764,401</u>	<u>4,627,084</u>	<u>4,684,990</u>	<u>4,102,599</u>	<u>4,544,769</u>	<u>100.00%</u>
10							
11	CEI						
12	RS	1,411,509	1,520,400	1,714,303	1,016,221	1,415,608	41.65%
13	GS	1,403,467	1,270,600	1,036,847	1,360,557	1,267,868	37.31%
14	GP	78,528	73,497	64,960	80,637	74,405	2.19%
15	GSU	522,813	491,647	459,925	545,727	505,028	14.86%
16	GT	198,749	103,983	108,793	122,538	133,516	3.93%
17	Lighting*	2,099	2,090	2,035	2,270	2,123	0.06%
18	TOTAL	<u>3,617,166</u>	<u>3,462,216</u>	<u>3,386,862</u>	<u>3,127,949</u>	<u>3,398,548</u>	<u>100.00%</u>
19							
20	TE						
21	RS	679,765	745,373	820,116	494,997	685,063	39.84%
22	GS	427,425	390,126	335,248	417,380	392,545	22.83%
23	GP	202,865	181,082	175,915	214,964	193,706	11.27%
24	GSU	3,977	3,994	4,119	4,867	4,239	0.25%
25	GT	442,583	435,669	415,757	480,084	443,523	25.80%
26	Lighting*	244	250	248	276	255	0.01%
27	TOTAL	<u>1,756,859</u>	<u>1,756,495</u>	<u>1,751,403</u>	<u>1,612,567</u>	<u>1,719,331</u>	<u>100.00%</u>

Note(s):

1 - * Solely TRF contributes to the coincident peak

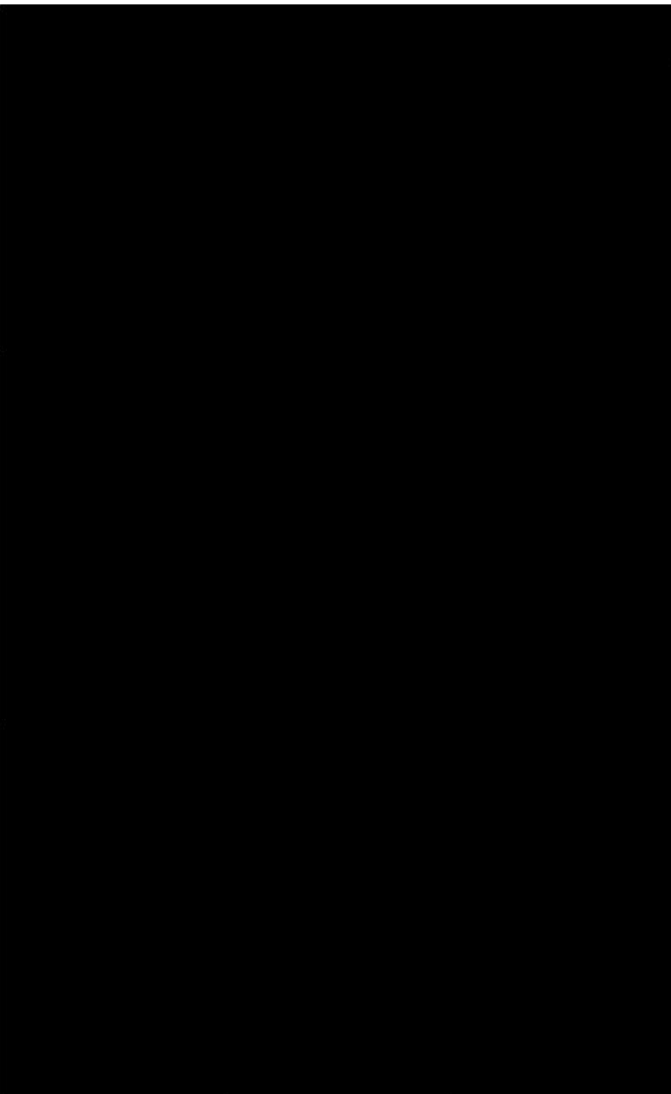
2 - Demand Allocation Factors based on 2021 Coincident Peaks Net of Pilot Participants

Estimated Rider NMB Expenses Excluding Expected Pilot Participants (March 2022 - February 2023)

Line	Company	G/L Account	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Total
1	PJM Network Service	OE 507003													
2		CE 507003													
3		TE 507003													
4		Total													
5															
6	PJM Ancillaries - Sch	OE 507105													
7	2 Reactive	CE 507105													
8		TE 507105													
9		Total													
10															
11	Schedule 1A -	OE 507502													
12	Scheduling and	CE 507502													
13	Dispatch	TE 507502													
14		Total													
15															
16	Non-Legacy RTEP	OE 507509													
17	Expenses	CE 507509													
18		TE 507509													
19		Total													
20															
21	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 for	TE 507008													
49	Load Response and	Total													
50															
51	Planning Period	OE 570039													
52	Congestion Uplift	CE 570039													
53		TE 570039													
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													\$ (45,136,223)
67	(Over) Collection as of	CE													\$ (33,353,360)
68	February 28, 2022	TE													\$ (18,373,388)
69		Total													\$ (96,862,970)
70															
71	Rider NMB Revenue	OE													\$ 331,182,641
72	Requirement (Before	CE													\$ 247,212,149
73	CAT Tax)	TE													\$ 121,774,378
74		Total													\$ 700,169,169
75															
76															
77															

Rate Adjustment Per Commission Order in Case No. 20-1768-EL-RDR						
Typical Bill Adjustments			Total adjustment		Allocated	Remaining
Mar-Aug	Sept-Feb				Under(Over)	Adjustment
OE Rate GT	\$ 4,378,761	\$ 1,525,185	\$ 5,903,936	\$ (3,861,632)	\$ 2,042,303	
CE Rate GSU	\$ 1,508,397	\$ -	\$ 1,508,397	\$ (4,956,346)	\$ -	
TE Rate GT	\$ 4,682,040	\$ 1,664,687	\$ 6,356,727	\$ (4,739,648)	\$ 1,617,081	
Total	\$ 10,577,187	\$ 3,189,872	\$ 13,767,059	\$ (13,557,624)	\$ 3,659,384	

- Mar-Aug Annual typical bill rate adjustment divided by 2. See Case No. 20-1768-EL-RDR
- Sep-Feb Typical bill rate adjustment in Case No. 21-0695-EL-RDR
- Allocated Under (Over) Lines 66-68 x Demand Allocators on Exh bit A, page 2 of 6
- Remaining Adjustment Adjustment to March 2022 revenue requirement for remaining credit from prior rate adjustments

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

Note(s):

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

Forecasted Billing Units (March 2022 - February 2023)

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

Note(s):

1 - Source: Forecast as of December 2021 including Pilot Participants

2 - * LTG includes Traffic Lighting only

Rider NMB Opt-Out Pilot Program Participants

Expected March 2022 Pilot Participants - 2022 NSPL

Line		OE	CE	TE
1	Total EDC NSPL			
2	NMB Pilot Participant NSPL			
3	GS			
4	GP			
5	GSU			
6	GT			
7				

Expected March 2021 Pilot Participants - Annual Billing Demand

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

Note(s):

1 - Line 1: Allocated 2022 Ohio Retail NSPL in hourly kW

2 - Lines 3-6: 2022 NSPL in hourly kW values for expected Rider NMB Opt-Out Pilot Program Participants

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

OHIO EDISON COMPANY (OE)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2021

Line No.	Description	Source	Jan 2021	Feb 2021	Mar 2021	Apr 2021	May 2021	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Nov 2021	YTD 2021
1	Beginning Balance - Regulatory Asset/(Liability) 182155		\$ 19,392,923	\$ 23,905,372	\$ 26,659,920	\$ 23,708,727	\$ 22,826,411	\$ 19,405,980	\$ 8,391,627	\$ (1,875,490)	\$ (14,198,501)	\$ (20,630,490)	\$ (23,105,072)	
2	Revenues													
3	Non-Market Based Rider (NMB) Revenues		\$ 27,707,011	\$ 27,205,146	\$ 34,428,409	\$ 32,855,440	\$ 34,600,149	\$ 42,200,677	\$ 42,447,375	\$ 44,308,165	\$ 37,391,853	\$ 34,304,404	\$ 36,344,461	\$ 393,793,090
4	Total Adjusted NMB Revenues		\$ 27,707,011	\$ 27,205,146	\$ 34,428,409	\$ 32,855,440	\$ 34,600,149	\$ 42,200,677	\$ 42,447,375	\$ 44,308,165	\$ 37,391,853	\$ 34,304,404	\$ 36,344,461	\$ 393,793,090
5	Monthly CAT Amount		\$ 72,038	\$ 70,733	\$ 89,514	\$ 85,424	\$ 89,960	\$ 109,722	\$ 110,363	\$ 115,201	\$ 97,219	\$ 89,191	\$ 94,496	\$ 1,023,862
6	Total Adjusted CAT Amount		\$ 72,038	\$ 70,733	\$ 89,514	\$ 85,424	\$ 89,960	\$ 109,722	\$ 110,363	\$ 115,201	\$ 97,219	\$ 89,191	\$ 94,496	\$ 1,023,862
7	NMB Revenues Excluding CAT	L3 - L5	\$ 27,634,973	\$ 27,134,413	\$ 34,338,895	\$ 32,770,016	\$ 34,510,188	\$ 42,090,955	\$ 42,337,012	\$ 44,192,964	\$ 37,294,634	\$ 34,215,213	\$ 36,249,965	\$ 392,769,228
8	NMB Revenue Associated with amortization of Legacy RTEP expenses		\$ 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	\$ 1,169,527	\$ 1,169,527	\$ 12,864,800
9	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTD Expenses	L6 - L7	\$ 26,465,446	\$ 25,964,886	\$ 33,169,367	\$ 31,600,488	\$ 33,340,661	\$ 40,921,428	\$ 41,167,485	\$ 43,023,437	\$ 36,125,107	\$ 33,045,685	\$ 35,080,438	\$ 379,904,428
10	NITS & Other FERC/RTD Expenses:													
11	NITS Expenses (507003)	(507003)	\$ 27,335,118	\$ 24,669,435	\$ 27,402,707	\$ 27,355,456	\$ 26,543,500	\$ 26,543,061	\$ 27,443,265	\$ 27,400,239	\$ 26,569,978	\$ 27,474,079	\$ 26,650,913	\$ 295,387,751
12	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ -	\$ (9,618)	\$ (9,625)	\$ (9,617)	\$ (9,617)	\$ (9,617)	\$ (9,625)	\$ (9,617)	\$ (9,625)	\$ (86,584)
13	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ -	\$ (230,245)	\$ (230,413)	\$ (230,413)	\$ (230,224)	\$ (230,413)	\$ (230,413)	\$ (230,224)	\$ (230,413)	\$ (2,072,795)
14	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ 681,332	\$ 802,997	\$ 825,039	\$ 823,492	\$ 826,435	\$ 816,404	\$ 818,594	\$ 806,673	\$ 819,333	\$ 832,203	\$ 822,429	\$ 8,874,929
15	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	\$ 116,344	\$ 398,981	\$ 218,452	\$ 98,913	\$ 311,948	\$ 230,547	\$ 280,390	\$ 292,335	\$ 136,104	\$ 348,996	\$ 140,035	\$ 2,573,043
16	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 451,447	\$ 450,936	\$ 452,648	\$ 451,735	\$ 452,920	\$ 440,015	\$ 440,285	\$ 439,567	\$ 440,500	\$ 440,660	\$ 441,893	\$ 4,902,608
20	Non-Legacy RTEP Expenses (507509)	(507509)	\$ 2,220,193	\$ 2,123,826	\$ 1,763,460	\$ 1,781,456	\$ 1,780,799	\$ 1,779,800	\$ 1,780,895	\$ 1,777,992	\$ 1,781,715	\$ 1,782,386	\$ 1,787,376	\$ 20,359,897
21	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Meter Correction (506012)	(506012)	\$ 23,385	\$ (1,740)	\$ (14,716)	\$ 5,817	\$ (9,018)	\$ (4,691)	\$ (8,369)	\$ (11,580)	\$ (14,308)	\$ 8,097	\$ (3,920)	\$ (29,044)
23	Emergency Energy (506013)	(506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	\$ 31,601	\$ 137,115	\$ 156,344	\$ 312,181	\$ 144,974	\$ 265,507	\$ 365,442	\$ 278,724	\$ 294,484	\$ 250,703	\$ 158,081	\$ 2,395,155
25	Planning Period Congestion Uplift (570039)	(570039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	PJM Customer Default (506510)	(506510)	\$ 808	\$ 470	\$ 2,752	\$ 2,696	\$ (8,255)	\$ 927	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ 1,397
27	Total NITS & Other FERC/RTD Expenses		\$ 30,860,228	\$ 28,582,018	\$ 30,566,823	\$ 30,591,708	\$ 29,805,460	\$ 29,831,532	\$ 30,882,660	\$ 30,744,107	\$ 29,787,769	\$ 30,689,959	\$ 29,549,278	\$ 331,891,543
28	Prior Period NITS & Other FERC/RTD Expense Adjustments:													
29	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ (19,310)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (19,310)
31	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ (462,277)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (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	PJM Integration Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	MISO Exit Fee Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	Non-Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	Generation Deactivation Charges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	Meter Correction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	Emergency Energy		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
42	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
43	Planning Period Congestion Uplift		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44	PJM Customer Default		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
45	Total Prior Period NITS & Other FERC/RTD Expense Adjustments		\$ -	\$ -	\$ (481,588)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (481,588)
46	Adjusted NITS & Other FERC/RTD Expenses:													
47	NITS Expenses	L9 + L26	\$ 27,335,118	\$ 24,669,435	\$ 27,402,707	\$ 27,355,456	\$ 26,543,500	\$ 26,543,061	\$ 27,443,265	\$ 27,400,239	\$ 26,569,978	\$ 27,474,079	\$ 26,650,913	\$ 295,387,751
48	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	\$ -	\$ -	\$ (28,928)	\$ (9,625)	\$ (9,617)	\$ (9,625)	\$ (9,617)	\$ (9,617)	\$ (9,625)	\$ (9,617)	\$ (9,625)	\$ (105,895)
49	MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ -	\$ -	\$ (692,522)	\$ (230,413)	\$ (230,224)	\$ (230,413)	\$ (230,224)	\$ (230,413)	\$ (230,413)	\$ (230,224)	\$ (230,413)	\$ (2,535,073)
50	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 681,332	\$ 802,997	\$ 825,039	\$ 823,492	\$ 826,435	\$ 816,404	\$ 818,594	\$ 806,673	\$ 819,333	\$ 832,203	\$ 822,429	\$ 8,874,929
51	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	\$ 116,344	\$ 398,981	\$ 218,452	\$ 98,913	\$ 311,948	\$ 230,547	\$ 280,390	\$ 292,335	\$ 136,104	\$ 348,996	\$ 140,035	\$ 2,573,043
52	MTEP Expenses	L14 + L31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
53	PJM Integration Expenses	L15 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	MISO Exit Fee Expenses	L16 + L33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
55	Legacy RTEP Expenses	L17 + L34	\$ 451,447	\$ 450,936	\$ 452,648	\$ 451,735	\$ 452,920	\$ 440,015	\$ 440,285	\$ 439,567	\$ 440,500	\$ 440,660	\$ 441,893	\$ 4,902,608
56	Non-Legacy RTEP Expenses	L18 + L35	\$ 2,220,193	\$ 2,123,826	\$ 1,763,460	\$ 1,781,456	\$ 1,780,799	\$ 1,779,800	\$ 1,780,895	\$ 1,777,992	\$ 1,781,715	\$ 1,782,386	\$ 1,787,376	\$ 20,359,897
57	Generation Deactivation Charges	L19 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
58	Meter Correction	L20 + L37	\$ 23,385	\$ (1,740)	\$ (14,716)	\$ 5,817	\$ (9,018)	\$ (4,691)	\$ (8,369)	\$ (11,580)	\$ (14,308)	\$ 8,097	\$ (3,920)	\$ (29,044)
59	Emergency Energy	L21 + L38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
60	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 31,601	\$ 137,115	\$ 156,344	\$ 312,181	\$ 144,974	\$ 265,507	\$ 365,442	\$ 278,724	\$ 294,484	\$ 250,703	\$ 158,081	\$ 2,395,155
61	Planning Period Congestion Uplift	L23 + L40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
62	PJM Customer Default	L24 + L41	\$ 808	\$ 470	\$ 2,752	\$ 2,696	\$ (8,255)	\$ 927	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ 1,397
63	Total Adjusted NITS & Other FERC/RTD Expenses	SUM (L43 - L58)	\$ 30,860,228	\$ 28,582,018	\$ 30,085,235	\$ 30,591,708	\$ 29,805,460	\$ 29,831,532	\$ 30,882,660	\$ 30,744,107	\$ 29,787,769	\$ 30,689,959	\$ 29,549,278	\$ 331,409,955
64	Recoverable NITS & Other FERC/RTD Expenses:													
65	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	\$ 30,860,228	\$ 28,582,018	\$ 30,085,235	\$ 30,591,708	\$ 29,805,460	\$ 29,831,532	\$ 30,882,660	\$ 30,744,107	\$ 29,787,769	\$ 30,689,959	\$ 29,549,278	\$ 331,409,955
66	Monthly Principal Over/(Under)	L60 - L8	\$ 4,394,782	\$ 2,617,132	\$ (3,084,132)	\$ (1,008,780)	\$ (3,535,201)	\$ (11,089,896)	\$ (10,284,825)	\$ (12,279,329)	\$ (6,337,338)	\$ (2,355,726)	\$ (5,531,180)	\$ (48,494,473)
67	Calculate Interest													
68	Balance Subject to Interest		\$ 21,590,314	\$ 25,213,938	\$ 25,117,854	\$ 23,204,337	\$ 21,058,810	\$ 13,861,032	\$ 3,249,215	\$ (8,015,154)	\$ (17,367,170)	\$ (21,808,353)	\$ (25,870,652)	\$ 60,234,171
69	Prior Period Interest Adjustment		\$ -	\$ -	\$ (3,953)	\$ 126,464	\$ 114,771	\$ 75,543	\$ 17,708	\$ (43,683)	\$ (94,651)	\$ (118,856)	\$ (140,995)	\$ (3,953)
70	Monthly Interest Over/(Under)		\$ 117,667	\$ 137,416	\$ 132,939	\$ 126,464	\$ 114,771	\$ 75,543	\$ 17,708	\$ (43,683)	\$ (94,651)	\$ (118,856)	\$ (140,995)	\$ 324,323
71	Monthly Deferral Over/(Under)		\$ (4,512,449)	\$ (2,754,548)	\$ 2,951,193	\$ 882,317	\$ 3,420,430	\$ 11,014,353	\$ 10,267,117	\$ 12,323,012	\$ 6,431,989	\$ 2,474,582	\$ 5,672,155	\$ 48,170,150
72	Cumulative NMB Principal Balance		\$ 19,845,356	\$ 22,462,488	\$ 19,378,356	\$ 18,369,576	\$ 14,834,375	\$ 3,744,480	\$ (6,540,345)	\$ (18,819,675)	\$ (25,157,012)	\$ (27,512,738)	\$ (33,043,899)	\$ -
73	Cumulative NMB Interest Balance		\$ 4,060,016	\$ 4,197,432	\$ 4,330,371	\$ 4,456,834	\$ 4,571,605	\$ 4,647,148	\$ 4,664,856	\$ 4,621,173	\$ 4,526,522	\$ 4,407,667	\$ 4,266,672	\$ -
74	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	L65 + L1	\$ 23,905,372	\$ 26,659,920	\$ 23,708,727	\$ 22,826,411	\$ 19,405,980	\$ 8,391,627	\$ (1,875,490)	\$ (14,198,501)	\$ (20,630,490)	\$ (23,105,072)	\$ (28,777,227)	\$ -

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2021

Line No.	Description	Source	Jan 2021	Feb 2021	Mar 2021	Apr 2021	May 2021	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Nov 2021	YTD 2021
1	Beginning Balance - Regulatory Asset/(Liability) 182155		\$ 8,539,411	\$ 12,144,783	\$ 13,146,591	\$ 10,423,742	\$ 9,838,342	\$ 8,858,012	\$ (1,408,194)	\$ (10,302,263)	\$ (19,317,229)	\$ (23,677,749)	\$ (25,326,176)	
2	Revenues													
3	Non-Market Based Rider (NMB) Revenues		\$ 20,218,311	\$ 21,105,486	\$ 25,908,979	\$ 24,297,180	\$ 25,618,098	\$ 31,117,526	\$ 32,439,261	\$ 32,392,650	\$ 26,982,097	\$ 24,886,362	\$ 24,946,011	\$ 289,909,990
4	Total Adjusted NMB Revenues		\$ 20,218,311	\$ 21,105,486	\$ 25,908,979	\$ 24,297,180	\$ 25,618,098	\$ 31,117,526	\$ 32,439,261	\$ 32,392,650	\$ 26,982,097	\$ 24,886,362	\$ 24,946,011	\$ 289,909,990
5	Monthly CAT Amount		\$ 52,568	\$ 54,574	\$ 67,363	\$ 63,173	\$ 66,602	\$ 80,906	\$ 84,342	\$ 84,221	\$ 70,153	\$ 64,705	\$ 64,690	\$ 753,766
6	Total Adjusted CAT Amount		\$ 52,568	\$ 54,574	\$ 67,363	\$ 63,173	\$ 66,602	\$ 80,906	\$ 84,342	\$ 84,221	\$ 70,153	\$ 64,705	\$ 64,690	\$ 753,766
7	NMB Revenues Excluding CAT	L3 - L5	\$ 20,165,743	\$ 21,050,911	\$ 25,841,616	\$ 24,234,008	\$ 25,549,496	\$ 31,036,620	\$ 32,354,919	\$ 32,308,429	\$ 26,911,943	\$ 24,821,657	\$ 24,881,152	\$ 289,156,224
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	\$ 9,907,169
9	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7	\$ 19,265,091	\$ 20,149,960	\$ 24,940,964	\$ 23,333,356	\$ 24,648,844	\$ 30,135,969	\$ 31,454,267	\$ 31,407,778	\$ 26,011,291	\$ 23,921,035	\$ 23,980,500	\$ 279,249,055
10	NITS & Other FERC/RTO Expenses:													
11	NITS Expenses (507003)	(507003)	\$ 20,228,293	\$ 18,219,063	\$ 20,209,812	\$ 20,159,928	\$ 19,434,520	\$ 19,468,221	\$ 20,106,586	\$ 20,063,083	\$ 19,465,769	\$ 20,108,909	\$ 19,460,668	\$ 216,924,853
12	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ -	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (63,837)
13	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ -	\$ (169,728)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (1,528,240)
14	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ 500,245	\$ 593,284	\$ 610,976	\$ 606,910	\$ 602,593	\$ 598,893	\$ 598,776	\$ 590,743	\$ 600,179	\$ 609,361	\$ 600,374	\$ 6,513,333
15	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	\$ 85,789	\$ 297,357	\$ 164,579	\$ 77,450	\$ 241,136	\$ 177,884	\$ 209,212	\$ 215,067	\$ 102,947	\$ 269,883	\$ 108,608	\$ 1,949,711
16	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 334,021	\$ 333,171	\$ 333,966	\$ 332,927	\$ 331,513	\$ 322,786	\$ 322,595	\$ 321,907	\$ 322,675	\$ 322,665	\$ 322,591	\$ 3,600,807
20	Non-Legacy RTEP Expenses (507509)	(507509)	\$ 1,648,086	\$ 1,575,391	\$ 1,302,211	\$ 1,312,925	\$ 1,303,377	\$ 1,305,623	\$ 1,304,857	\$ 1,302,072	\$ 1,305,139	\$ 1,305,117	\$ 1,304,822	\$ 14,969,619
21	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Meter Correction (506012)	(506012)	\$ 11,100	\$ (827)	\$ (6,944)	\$ 3,142	\$ (5,253)	\$ (2,806)	\$ (3,925)	\$ (6,990)	\$ (8,067)	\$ 4,025	\$ (1,793)	\$ (18,337)
23	Emergency Energy (506013)	(506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	\$ 6,120	\$ 65,248	\$ 73,205	\$ 175,149	\$ 97,265	\$ 160,881	\$ 229,718	\$ 164,221	\$ 155,991	\$ 115,444	\$ 61,307	\$ 1,304,549
25	Planning Period Congestion Uplift (570039)	(570039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	PJM Customer Default (506510)	(506510)	\$ 599	\$ 349	\$ 2,043	\$ 2,023	\$ (4,670)	\$ 690	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ 1,033
27	Total NITS & Other FERC/RTO Expenses	(506510)	\$ 22,814,253	\$ 21,083,036	\$ 22,513,023	\$ 22,463,436	\$ 21,823,684	\$ 21,854,952	\$ 22,592,022	\$ 22,473,306	\$ 21,767,615	\$ 22,405,780	\$ 21,526,541	\$ 243,947,647
28	Prior Period NITS & Other FERC/RTO Expense Adjustments:													
29	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ (14,276)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (14,276)
31	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ (341,772)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (341,772)
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	PJM Integration Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	MISO Exit Fee Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	Non-Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	Generation Deactivation Charges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	Meter Correction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	Emergency Energy		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
42	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
43	Planning Period Congestion Uplift		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44	PJM Customer Default		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
45	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		\$ -	\$ -	\$ (356,049)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (356,049)
46	Adjusted NITS & Other FERC/RTO Expenses:													
47	NITS Expenses	L9 + L26	\$ 20,228,293	\$ 18,219,063	\$ 20,209,812	\$ 20,159,928	\$ 19,434,520	\$ 19,468,221	\$ 20,106,586	\$ 20,063,083	\$ 19,465,769	\$ 20,108,909	\$ 19,460,668	\$ 216,924,853
48	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	\$ -	\$ -	\$ (21,366)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (7,098)	\$ (78,114)
49	MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ -	\$ -	\$ (511,498)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (169,708)	\$ (1,870,012)
50	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 500,245	\$ 593,284	\$ 610,976	\$ 606,910	\$ 602,593	\$ 598,893	\$ 599,776	\$ 590,743	\$ 600,179	\$ 609,361	\$ 600,374	\$ 6,513,333
51	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	\$ 85,789	\$ 297,357	\$ 164,579	\$ 77,450	\$ 241,136	\$ 177,884	\$ 209,212	\$ 215,067	\$ 102,947	\$ 269,883	\$ 108,608	\$ 1,949,711
52	MTEP Expenses	L14 + L31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
53	PJM Integration Expenses	L15 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	MISO Exit Fee Expenses	L16 + L33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
55	Legacy RTEP Expenses	L17 + L34	\$ 334,021	\$ 333,171	\$ 333,966	\$ 332,927	\$ 331,513	\$ 322,786	\$ 322,595	\$ 321,907	\$ 322,675	\$ 322,665	\$ 322,591	\$ 3,600,807
56	Non-Legacy RTEP Expenses	L18 + L35	\$ 1,648,086	\$ 1,575,391	\$ 1,302,211	\$ 1,312,925	\$ 1,303,377	\$ 1,305,623	\$ 1,304,857	\$ 1,302,072	\$ 1,305,139	\$ 1,305,117	\$ 1,304,822	\$ 14,969,619
57	Generation Deactivation Charges	L19 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
58	Meter Correction	L20 + L37	\$ 11,100	\$ (827)	\$ (6,944)	\$ 3,142	\$ (5,253)	\$ (2,806)	\$ (3,925)	\$ (6,990)	\$ (8,067)	\$ 4,025	\$ (1,793)	\$ (18,337)
59	Emergency Energy	L21 + L38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
60	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 6,120	\$ 65,248	\$ 73,205	\$ 175,149	\$ 97,265	\$ 160,881	\$ 229,718	\$ 164,221	\$ 155,991	\$ 115,444	\$ 61,307	\$ 1,304,549
61	Planning Period Congestion Uplift	L23 + L40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
62	PJM Customer Default	L24 + L41	\$ 599	\$ 349	\$ 2,043	\$ 2,023	\$ (4,670)	\$ 690	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ 1,033
63	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43 - L58)	\$ 22,814,253	\$ 21,083,036	\$ 22,156,975	\$ 22,463,436	\$ 21,823,684	\$ 21,854,952	\$ 22,592,022	\$ 22,473,306	\$ 21,767,615	\$ 22,405,780	\$ 21,526,541	\$ 242,991,599
64	Recoverable NITS & Other FERC/RTO Expenses:													
65	Monthly Principal Over/(Under)	L59	\$ 22,814,253	\$ 21,083,036	\$ 22,156,975	\$ 22,463,436	\$ 21,823,684	\$ 21,854,952	\$ 22,592,022	\$ 22,473,306	\$ 21,767,615	\$ 22,405,780	\$ 21,526,541	\$ 242,991,599
66	Calculate Interest	L60 - L8	\$ 3,549,161	\$ 933,076	\$ (2,783,989)	\$ (839,920)	\$ (2,825,160)	\$ (8,281,017)	\$ (8,982,245)	\$ (8,934,472)	\$ (4,243,677)	\$ (1,515,255)	\$ (2,453,959)	\$ (38,257,456)
67	Balance Subject to Interest		\$ 10,313,991	\$ 12,611,321	\$ 11,754,596	\$ 10,003,782	\$ 8,225,782	\$ 2,717,504	\$ (5,839,316)	\$ (14,769,499)	\$ (21,439,067)	\$ (24,435,376)	\$ (26,553,156)	\$ (37,409,458)
68	Prio Period Interest Adjustment		\$ -	\$ -	\$ (2,922)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,922)
69	Monthly Interest Over/(Under)		\$ 56,211	\$ 68,732	\$ 61,140	\$ 54,521	\$ 44,830	\$ 14,810	\$ (31,824)	\$ (80,494)	\$ (116,843)	\$ (133,173)	\$ (144,715)	\$ (206,804)
70	Monthly Deferral Over/(Under)		\$ (3,605,372)	\$ (1,001,808)	\$ 2,722,849	\$ 785,400	\$ 2,780,330	\$ 8,266,206	\$ 8,894,069	\$ 9,014,966	\$ 4,360,520	\$ 1,648,428	\$ 2,568,674	\$ 36,464,260
71	Cumulative NMB Principal Balance		\$ 10,307,335	\$ 11,240,411	\$ 8,456,422	\$ 7,616,502	\$ 4,791,341	\$ (3,489,675)	\$ (12,351,920)	\$ (21,286,392)	\$ (25,530,069)	\$ (27,045,324)	\$ (29,499,283)	\$ -
72	Cumulative NMB Interest Balance		\$ 1,837,448	\$ 1,906,180	\$ 1,967,320	\$ 2,021,841	\$ 2,068,671	\$ 2,081,481	\$ 2,049,657	\$ 1,969,163	\$ 1,852,320	\$ 1,719,148	\$ 1,574,433	\$ -
73	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ 12,144,783	\$ 13,146,591	\$ 10,423,742	\$ 9,838,342	\$ 8,858,012	\$ (1,408,194)	\$ (10,302,263)	\$ (19,317,229)	\$ (23,677,749)	\$ (25,326,176)	\$ (27,824,850)	\$ -

THE TOLEDO EDISON COMPANY (TE)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2021

Line No.	Description	Source	Jan 2021	Feb 2021	Mar 2021	Apr 2021	May 2021	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Nov 2021	YTD 2021
1	Beginning Balance - Regulatory Asset/(Liab lity) 182155		\$ 2,568,837	\$ 5,452,917	\$ 6,154,952	\$ 5,686,686	\$ 5,588,338	\$ 4,668,772	\$ 1,040,647	\$ (3,401,419)	\$ (8,013,939)	\$ (10,932,852)	\$ (12,590,224)	
2	Revenues													
3	Non-Market Based Rider (NMB) Revenues		\$ 9,241,419	\$ 10,616,544	\$ 12,385,980	\$ 12,170,841	\$ 12,673,133	\$ 15,361,467	\$ 16,113,549	\$ 16,667,058	\$ 14,545,244	\$ 13,610,709	\$ 13,881,621	\$ 147,267,567
4	Total Adjusted NMB Revenues		\$ 9,241,419	\$ 10,616,544	\$ 12,385,980	\$ 12,170,841	\$ 12,673,133	\$ 15,361,467	\$ 16,113,549	\$ 16,667,058	\$ 14,545,244	\$ 13,610,709	\$ 13,881,621	\$ 147,267,567
5	Monthly CAT Amount		\$ 24,028	\$ 27,603	\$ 32,204	\$ 31,644	\$ 32,950	\$ 39,940	\$ 41,895	\$ 43,334	\$ 37,818	\$ 35,388	\$ 36,092	\$ 382,896
6	Total Adjusted CAT Amount		\$ 24,028	\$ 27,603	\$ 32,204	\$ 31,644	\$ 32,950	\$ 39,940	\$ 41,895	\$ 43,334	\$ 37,818	\$ 35,388	\$ 36,092	\$ 382,896
7	NMB Revenues Excluding CAT	L3 - L5	\$ 9,217,391	\$ 10,588,941	\$ 12,353,777	\$ 12,139,197	\$ 12,640,183	\$ 15,321,528	\$ 16,071,654	\$ 16,623,724	\$ 14,507,426	\$ 13,575,321	\$ 13,845,529	\$ 146,884,671
8	NMB Revenue 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	\$ 6,201,657
9	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTD Expenses	L6 - L7	\$ 8,653,604	\$ 10,025,154	\$ 11,789,990	\$ 11,575,410	\$ 12,076,396	\$ 14,757,741	\$ 15,507,867	\$ 16,059,937	\$ 13,943,639	\$ 13,011,534	\$ 13,281,742	\$ 140,683,014
10	NITS & Other FERC/RTD Expenses:													
11	NITS Expenses (507003)	(507003)	\$ 10,202,203	\$ 9,211,495	\$ 10,263,583	\$ 10,259,926	\$ 9,900,622	\$ 9,898,191	\$ 9,851,087	\$ 10,235,752	\$ 9,862,779	\$ 10,215,309	\$ 9,860,610	\$ 109,800,557
12	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ (3,618)	\$ (3,633)	\$ (3,618)	\$ (3,633)	\$ (3,618)	\$ (3,618)	\$ (3,633)	\$ (3,618)	\$ (3,633)	\$ (32,622)
13	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ (86,807)	\$ (86,979)	\$ (86,807)	\$ (86,979)	\$ (86,807)	\$ (86,807)	\$ (86,979)	\$ (86,807)	\$ (86,979)	\$ (780,952)
14	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ 254,857	\$ 299,971	\$ 310,249	\$ 308,876	\$ 307,030	\$ 304,455	\$ 293,838	\$ 301,524	\$ 305,114	\$ 309,606	\$ 304,499	\$ 3,300,018
15	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	\$ 50,465	\$ 175,080	\$ 96,373	\$ 47,197	\$ 142,610	\$ 112,535	\$ 124,636	\$ 127,611	\$ 60,555	\$ 160,921	\$ 68,001	\$ 1,165,984
16	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 168,462	\$ 168,451	\$ 169,561	\$ 169,437	\$ 168,910	\$ 164,093	\$ 158,091	\$ 164,203	\$ 164,044	\$ 163,941	\$ 163,613	\$ 1,822,805
20	Non-Legacy RTEP Expenses (507509)	(507509)	\$ 826,183	\$ 803,500	\$ 680,943	\$ 668,189	\$ 664,128	\$ 663,736	\$ 639,458	\$ 664,184	\$ 663,517	\$ 663,111	\$ 661,782	\$ 7,568,732
21	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Meter Correction (506012)	(506012)	\$ 5,858	\$ (457)	\$ (4,013)	\$ 1,525	\$ (2,419)	\$ (1,155)	\$ (1,640)	\$ (3,113)	\$ (3,994)	\$ 2,284	\$ (1,105)	\$ (8,229)
23	Emergency Energy (506013)	(506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	\$ 7,546	\$ 37,424	\$ 44,225	\$ 80,842	\$ 40,709	\$ 62,502	\$ 96,972	\$ 78,502	\$ 84,813	\$ 71,133	\$ 44,487	\$ 649,155
25	Planning Period Congestion Up/ft (507039)	(507039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	PJM Customer Default (506510)	(506510)	\$ 310	\$ 181	\$ 1,057	\$ 1,042	\$ (2,411)	\$ 357	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ 538
27	Total NITS & Other FERC/RTD Expenses		\$ 11,515,884	\$ 10,695,644	\$ 11,471,754	\$ 11,448,421	\$ 11,128,955	\$ 11,114,101	\$ 11,072,216	\$ 11,478,438	\$ 11,076,216	\$ 11,418,089	\$ 10,941,948	\$ 123,359,667
28	Prior Period NITS & Other FERC/RTD Expense Adjustments:													
29	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ (7,247)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (7,247)
31	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ (173,488)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (173,488)
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	PJM Integration Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	MISO Exit Fee Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	Non-Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	Generation Deactivation Charges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	Meter Correction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	Emergency Energy		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
42	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
43	Planning Period Congestion Up/ft		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44	PJM Customer Default		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
45	Total Prior Period NITS & Other FERC/RTD Expense Adjustments		\$ -	\$ -	\$ (180,735)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (180,735)
46	Adjusted NITS & Other FERC/RTD Expenses:													
47	NITS Expenses	L9 + L26	\$ 10,202,203	\$ 9,211,495	\$ 10,263,583	\$ 10,259,926	\$ 9,900,622	\$ 9,898,191	\$ 9,851,087	\$ 10,235,752	\$ 9,862,779	\$ 10,215,309	\$ 9,860,610	\$ 109,800,557
48	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	\$ -	\$ -	\$ (10,865)	\$ (3,633)	\$ (3,618)	\$ (3,633)	\$ (3,618)	\$ (3,618)	\$ (3,633)	\$ (3,618)	\$ (3,633)	\$ (39,869)
49	MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ -	\$ -	\$ (260,095)	\$ (86,979)	\$ (86,807)	\$ (86,979)	\$ (86,807)	\$ (86,807)	\$ (86,979)	\$ (86,807)	\$ (86,979)	\$ (854,440)
50	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 254,857	\$ 299,971	\$ 310,249	\$ 308,876	\$ 307,030	\$ 304,455	\$ 293,838	\$ 301,524	\$ 305,114	\$ 309,606	\$ 304,499	\$ 3,300,018
51	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	\$ 50,465	\$ 175,080	\$ 96,373	\$ 47,197	\$ 142,610	\$ 112,535	\$ 124,636	\$ 127,611	\$ 60,555	\$ 160,921	\$ 68,001	\$ 1,165,984
52	MTEP Expenses	L14 + L31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
53	PJM Integration Expenses	L15 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	MISO Exit Fee Expenses	L16 + L33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
55	Legacy RTEP Expenses	L17 + L34	\$ 168,462	\$ 168,451	\$ 169,561	\$ 169,437	\$ 168,910	\$ 164,093	\$ 158,091	\$ 164,203	\$ 164,044	\$ 163,941	\$ 163,613	\$ 1,822,805
56	Non-Legacy RTEP Expenses	L18 + L35	\$ 826,183	\$ 803,500	\$ 680,943	\$ 668,189	\$ 664,128	\$ 663,736	\$ 639,458	\$ 664,184	\$ 663,517	\$ 663,111	\$ 661,782	\$ 7,568,732
57	Generation Deactivation Charges	L19 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
58	Meter Correction	L20 + L37	\$ 5,858	\$ (457)	\$ (4,013)	\$ 1,525	\$ (2,419)	\$ (1,155)	\$ (1,640)	\$ (3,113)	\$ (3,994)	\$ 2,284	\$ (1,105)	\$ (8,229)
59	Emergency Energy	L21 + L38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
60	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 7,546	\$ 37,424	\$ 44,225	\$ 80,842	\$ 40,709	\$ 62,502	\$ 96,972	\$ 78,502	\$ 84,813	\$ 71,133	\$ 44,487	\$ 649,155
61	Planning Period Congestion Up/ft	L23 + L40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
62	PJM Customer Default	L24 + L41	\$ 310	\$ 181	\$ 1,057	\$ 1,042	\$ (2,411)	\$ 357	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ 538
63	Total Adjusted NITS & Other FERC/RTD Expenses	SUM (L43 - L58)	\$ 11,515,884	\$ 10,695,644	\$ 11,291,020	\$ 11,448,421	\$ 11,128,955	\$ 11,114,101	\$ 11,072,216	\$ 11,478,438	\$ 11,076,216	\$ 11,418,089	\$ 10,941,948	\$ 123,178,932
64	Recoverable NITS & Other FERC/RTD Expenses:													
65	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	\$ 11,515,884	\$ 10,695,644	\$ 11,291,020	\$ 11,448,421	\$ 11,128,955	\$ 11,114,101	\$ 11,072,216	\$ 11,478,438	\$ 11,076,216	\$ 11,418,089	\$ 10,941,948	\$ 123,178,932
66	Monthly Principal Over/(Under)	L60 - L8	\$ 2,862,280	\$ 670,490	\$ (468,970)	\$ (125,988)	\$ (947,442)	\$ (3,043,040)	\$ (4,435,651)	\$ (4,581,498)	\$ (2,867,423)	\$ (1,593,445)	\$ (2,339,794)	\$ (17,504,082)
67	Calculate Interest													
68	Balance Subject to Interest		\$ 3,909,977	\$ 5,788,162	\$ 5,905,467	\$ 5,622,192	\$ 5,114,618	\$ 2,846,952	\$ (1,177,178)	\$ (5,692,168)	\$ (9,447,851)	\$ (11,729,575)	\$ (13,760,121)	\$ (12,509,325)
69	Prior Period Interest Adjustment		\$ -	\$ -	\$ (1,481)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,481)
70	Monthly Interest Over/(Under)		\$ 21,800	\$ 31,545	\$ 30,704	\$ 30,641	\$ 27,875	\$ 15,516	\$ (6,416)	\$ (31,022)	\$ (51,490)	\$ (63,926)	\$ (74,963)	\$ (69,766)
71	Monthly Deferral Over/(Under)		\$ (2,884,080)	\$ (702,035)	\$ 468,266	\$ 98,348	\$ 919,567	\$ 3,628,124	\$ 4,442,066	\$ 4,612,521	\$ 2,918,913	\$ 1,657,372	\$ 2,414,787	\$ 17,573,848
72	Cumulative NMB Principal Balance		\$ 5,245,181	\$ 5,915,671	\$ 5,416,700	\$ 5,287,712	\$ 4,340,270	\$ 666,630	\$ (3,739,020)	\$ (8,320,519)	\$ (11,187,942)	\$ (12,781,387)	\$ (15,121,181)	\$ -
73	Cumulative NMB Interest Balance		\$ 207,736	\$ 239,282	\$ 269,996	\$ 300,627	\$ 328,501	\$ 344,017	\$ 337,601	\$ 306,579	\$ 256,089	\$ 191,163	\$ 116,171	\$ -
74	Deferred Ending Balance - Regulatory Asset/(Liab lity) 182155	-L65 + L1	\$ 5,452,917	\$ 6,154,952	\$ 6,686,686	\$ 5,588,338	\$ 4,668,772	\$ 1,040,647	\$ (3,401,419)	\$ (8,013,939)	\$ (10,932,852)	\$ (12,590,224)	\$ (15,005,011)	\$ -

OHIO EDISON COMPANY (OE)
Estimated (Over) / Under Collection as of February 28, 2022

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior period Balance	Dec 2021	Jan 2022	Feb 2022
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	PJM Integration Costs - exclude from NITS Expenses					
11	MISO Exit Fees - exclude from NITS Expense					
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)				
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)				
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)				
15	PJM Integration Expenses (507514)	(507514)				
16	MISO Exit Fee Expenses (507515)	(507515)				
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)				
18	Non-Legacy RTEP Expenses (507509)	(507509)				
19	Generation Deactivation Charges (507007)	(507007)				
20	Meter Correction (506012)	(506012)				
21	Emergency Energy (506013)	(506013)				
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)				
23	Planning Period Congestion Uplift (570039)	(570039)				
24	PJM Customer Default (506510)	(506510)				
25	Total NITS & Other FERC/RTO Expenses					
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
26	NITS Expenses					
27	PJM Integration Costs - exclude from NITS Expenses					
28	MISO Exit Fees - exclude from NITS Expense					
29	Load Reconciliation for Reactive Services/Sch. 2 (507105)					
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1					
31	MTEP Expenses					
32	PJM Integration Expenses					
33	MISO 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 Uplift					
41	PJM Customer Default					
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments					
	Adjusted NITS & Other FERC/RTO Expenses					
43	NITS Expenses	L9 + L26				
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27				
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28				
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29				
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30				
48	MTEP Expenses	L14 + L31				
49	PJM Integration Expenses	L15 + L32				
50	MISO Exit Fee Expenses	L16 + L33				
51	Legacy RTEP Expenses	L17 + L34				
52	Non-Legacy RTEP Expenses	L18 + L35				
53	Generation Deactivation Charges	L19 + L36				
54	Meter Correction	L20 + L37				
55	Emergency Energy	L21 + L38				
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39				
57	Planning Period Congestion Uplift	L23 + L40				
58	PJM Customer Default	L24 + L41				
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43)				
	Recoverable NITS & Other FERC/RTO Expenses					
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59				
61	Monthly Principal Over/(Under)	L60 - L8				
	Calculate Interest					
62	Balance Subject to Interest					
63	Prior Period Interest Adjustment					
64	Monthly Interest Over/(Under)					
65	Monthly Deferral Over/(Under)					
66	Cumulative NMB Principal Balance		\$ (33,043,899)			
67	Cumulative NMB Interest Balance		\$ 4,266,672			
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ (28,777,227)	\$ (33,391,767)	\$ (39,243,324)	\$ (45,136,223)

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)
Estimated (Over) / Under Collection as of February 28, 2022

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Dec 2021	Jan 2022	Feb 2022
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	PJM Integration Costs - exclude from NITS Expenses					
11	MISO Exit Fees - exclude from NITS Expense					
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)				
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)				
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)				
15	PJM Integration Expenses (507514)	(507514)				
16	MISO Exit Fee Expenses (507515)	(507515)				
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)				
18	Non-Legacy RTEP Expenses (507509)	(507509)				
19	Generation Deactivation Charges (507007)	(507007)				
20	Meter Correction (506012)	(506012)				
21	Emergency Energy (506013)	(506013)				
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)				
23	Planning Period Congestion Uplift (570039)	(570039)				
24	PJM Customer Default (506510)	(506510)				
25	Total NITS & Other FERC/RTO Expenses					
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
26	NITS Expenses					
27	PJM Integration Costs - exclude from NITS Expenses					
28	MISO Exit Fees - exclude from NITS Expense					
29	Load Reconciliation for Reactive Services/Sch. 2 (507105)					
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1					
31	MTEP Expenses					
32	PJM Integration Expenses					
33	MISO 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 Uplift					
41	PJM Customer Default					
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments					
	Adjusted NITS & Other FERC/RTO Expenses					
43	NITS Expenses	L9 + L26				
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27				
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28				
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29				
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30				
48	MTEP Expenses	L14 + L31				
49	PJM Integration Expenses	L15 + L32				
50	MISO Exit Fee Expenses	L16 + L33				
51	Legacy RTEP Expenses	L17 + L34				
52	Non-Legacy RTEP Expenses	L18 + L35				
53	Generation Deactivation Charges	L19 + L36				
54	Meter Correction	L20 + L37				
55	Emergency Energy	L21 + L38				
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39				
57	Planning Period Congestion Uplift	L23 + L40				
58	PJM Customer Default	L24 + L41				
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43-L58)				
	Recoverable NITS & Other FERC/RTO Expenses					
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59				
61	Monthly Principal Over/(Under)	L60 - L8				
	Calculate Interest					
62	Balance Subject to Interest					
63	Prior Period Interest Adjustment					
64	Monthly Interest Over/(Under)					
65	Monthly Deferral Over/(Under)					
66	Cumulative NMB Principal Balance		\$ (29,499,283)			
67	Cumulative NMB Interest Balance		\$ 1,574,433			
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ (27,924,850)	\$ (29,053,590)	\$ (31,060,797)	\$ (33,353,360)

THE TOLEDO EDISON COMPANY (TE)
Estimated (Over) / Under Collection as of February 28, 2022

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Dec 2021	Jan 2022	Feb 2022
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	PJM Integration Costs - exclude from NITS Expenses					
11	MISO Exit Fees - exclude from NITS Expense					
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)				
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)				
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)				
15	PJM Integration Expenses (507514)	(507514)				
16	MISO Exit Fee Expenses (507515)	(507515)				
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)				
18	Non-Legacy RTEP Expenses (507509)	(507509)				
19	Generation Deactivation Charges (507007)	(507007)				
20	Meter Correction (506012)	(506012)				
21	Emergency Energy (506013)	(506013)				
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)				
23	Planning Period Congestion Uplift (570039)	(570039)				
24	PJM Customer Default (506510)	(506510)				
25	Total NITS & Other FERC/RTO Expenses					
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
26	NITS Expenses					
27	PJM Integration Costs - exclude from NITS Expenses					
28	MISO Exit Fees - exclude from NITS Expense					
29	Load Reconciliation for Reactive Services/Sch. 2 (507105)					
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1					
31	MTEP Expenses					
32	PJM Integration Expenses					
33	MISO 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 Uplift					
41	PJM Customer Default					
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments					
	Adjusted NITS & Other FERC/RTO Expenses					
43	NITS Expenses	L9 + L26				
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27				
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28				
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29				
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30				
48	MTEP Expenses	L14 + L31				
49	PJM Integration Expenses	L15 + L32				
50	MISO Exit Fee Expenses	L16 + L33				
51	Legacy RTEP Expenses	L17 + L34				
52	Non-Legacy RTEP Expenses	L18 + L35				
53	Generation Deactivation Charges	L19 + L36				
54	Meter Correction	L20 + L37				
55	Emergency Energy	L21 + L38				
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39				
57	Planning Period Congestion Uplift	L23 + L40				
58	PJM Customer Default	L24 + L41				
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43 L58)				
	Recoverable NITS & Other FERC/RTO Expenses					
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59				
61	Monthly Principal Over/(Under)	L60 - L8				
	Calculate Interest					
62	Balance Subject to Interest					
63	Prior Period Interest Adjustment					
64	Monthly Interest Over/(Under)					
65	Monthly Deferral Over/(Under)					
66	Cumulative NMB Principal Balance		\$ (15,121,181)			
67	Cumulative NMB Interest Balance		\$ 116 171			
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ (15,005,011)	\$ (15,916,878)	\$ (17,255,631)	\$ (18,373,388)

Forecasted Rider NMB Revenue Excl. Pilot Participants (December 2021 - February 2022)

		Billing Units ²			Dec 2021 - Feb 2022		Revenue ⁴		
		Dec-21	Jan-22	Feb-22	Rate	Unit	Dec-21	Jan-22	Feb-22
OE	RS				\$ 0.021572	\$/kWh			
	GS				\$ 6.5425	\$/kW			
	GP				\$ 7.0054	\$/kW			
	GSU				\$ 5.9977	\$/kVa			
	GT				\$ 6.6161	\$/kVa			
	LTG ¹				\$ 0.019761	\$/kWh			
CEI	RS				\$ 0.022546	\$/kWh			
	GS				\$ 6.2366	\$/kW			
	GP				\$ 7.6816	\$/kW			
	GSU				\$ 7.2258	\$/kW			
	GT				\$ 3.3001	\$/kVa			
	LTG ¹				\$ 0.016611	\$/kWh			
TE	RS				\$ 0.024019	\$/kWh			
	GS				\$ 6.5000	\$/kW			
	GP				\$ 6.0130	\$/kW			
	GSU				\$ 5.9972	\$/kVa			
	GT				\$ 7.7620	\$/kVa			
	LTG ¹				\$ 0.012535	\$/kWh			

Note(s):

- 1 - LTG includes Traffic Lighting only
- 2 - Source: Forecast as of December 2021 less Pilot Participants as of December 1, 2021
- 3 - Source: Rates - Rider NMB, Sheet 119, Effective September 1, 2021
- 4 - Calculation: Billing Units x Rate

Forecasted Rider NMB Expenses Excl. Pilot Participants (Dec. 2021 - Feb. 2022)

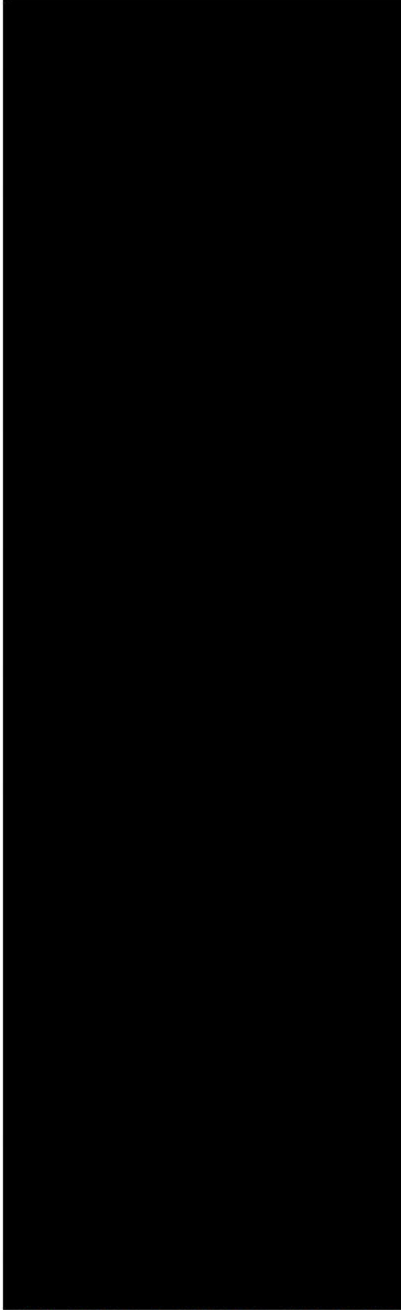
	Company	G/L Account	Dec-21	Jan-22	Feb-22
Expenses					
PJM Network Service	OE	507003			
	CE	507003			
	TE	507003			
	Total				
PJM Ancillaries - Sch 2 Reactive	OE	507105			
	CE	507105			
	TE	507105			
	Total				
Schedule 1A - Scheduling and Dispatch	OE	507502			
	CE	507502			
	TE	507502			
	Total				
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		\$ 31,168,855	\$ 31,005,955	\$ 28,032,250
	CE		\$ 22,720,017	\$ 23,146,965	\$ 20,920,259
	TE		\$ 11,536,505	\$ 11,460,999	\$ 10,359,257
	Total		\$65,425,377	\$65,613,919	\$59,311,765

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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

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

Issued by: Samuel L. Belcher, President

Effective: November 1, 2021

RIDER NMB
Non-Market-Based Services Rider

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

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

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

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

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

NMB charges:

RS (all kWhs, per kWh)	1.7805¢
GS* (per kW of Billing Demand)	\$5.4134
GP* (per kW of Billing Demand)	\$5.0315
GSU (per kVa of Billing Demand)	\$4.5280
GT (per kVa of Billing Demand)	\$4.9564
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.6490¢
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, October 23, 2019, and August 25, 2021 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, 17-2378-EL-RDR, 18-1818-EL-RDR, and 21-695-EL-RDR, respectively, and Case

No. 21-1225-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
12/16/2021 5:30:51 PM**

in

Case No(s). 21-1225-EL-RDR

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