

February 25, 2022

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

89-6006-EL-TRF

Dear Ms. Troupe:

In response to and compliance with the Finding and Order of February 23, 2022, please file the attached tariff pages on behalf of Ohio Edison Company. These tariff pages reflect changes to Rider NMB and its associated pages, to be effective March 1, 2022.

Please file one copy of the tariffs in Case Nos. 21-1225-EL-RDR and 89-6006-EL-TRF, and provide two copies to the Staff. Thank you.

Sincerely,

Santino L. Fanelli

Director, Rates & Regulatory Affairs

Santino L. Famelli

Enclosures

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

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

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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

Effective: March 1, 2022

Ohio Edison Company

Sheet 119

Akron, Ohio

P.U.C.O. No. 11

16th Revised Page 2 of 2

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)	1.7488¢
GS* (per kW of Billing Demand)	\$4.3278
GP* (per kW of Billing Demand)	\$4.9418
GSU (per kVa of Billing Demand)	\$4.4473
GT (per kVa of Billing Demand)	\$5.5041
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.0022¢
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 February 23, 2022 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 Case No. 21-1225-EL-RDR, respectively,

Effective: March 1, 2022

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

10	HIO EDISON										
2 3 4 5 6 7 8 9 10 11 12 13 14 15	Revenue Requirement (Before CAT Tax) 12 months ending Feb-23 (A) \$325,278,706	RS GS GP GSU GT TRF	Demand Allocators (B) 49.38% 29.64% 9.60% 2.77% 8.56% 0.04%	Allocated Balance (C) = (A) * (B) \$ 160,630,431 \$ 96,424,165 \$ 31,231,707 \$ 9,023,454 \$ 27,829,240 \$ 139,709	Typical Bill Adjustment (D) \$ - \$ - \$ - \$ - \$ 5,903,936 \$ -	Total Allocated Balance (E) = (C) + (D) \$ 160,630,431 \$ 96,424,165 \$ 31,231,707 \$ 9,023,454 \$ 33,733,176 \$ 139,709	CAT Tax (F) = (E) * 0.26% / (1-0.26%) \$ 418,728 \$ 251,356 \$ 81,414 \$ 23,522 \$ 87,935 \$ 364	Revenue Requirement (G) = (E) + (F) \$ 161,049,159 \$ 96,675,521 \$ 31,313,121 \$ 9,046,976 \$ 33,821,111 \$ 140,073	Billing Units (H) 9,209,083,747 22,338,047 6,336,420 2,034,285 6,144,699 13,975,855	kWh kW kW kVa kVa kWh	NMB Rates (I) = (G) / (H) \$ 0.017488 per kWh \$ 4.3278 per kW \$ 4.9418 per kW \$ 4.4473 per kVa \$ 5.5041 per kVa \$ 0.010022 per kWh
16 17 C	LEVELAND ELECTRIC IL	LUMINATING	COMPANY								
18 19 20 21 22 23 24 25 26 27 28 29 30 31	Revenue Requirement (Before CAT Tax) 12 months ending Feb-23 (A) \$ 245,705,753	RS GS GP GSU GT TRF	Demand Allocators (B) 41.65% 37.31% 2.19% 14.86% 3.93% 0.06%	Allocated Balance (C) = (A) * (B) \$ 102,344,598 \$ 91,663,399 \$ 5,379,279 \$ 36,512,147 \$ 9,652,843 \$ 153,487	Typical Bill Adjustment (D) \$ -	Total Allocated Balance (E) = (C) + (D) \$ 102,344,598 \$ 91,663,399 \$ 5,379,279 \$ 38,018,544 \$ 9,652,843 \$ 153,487	CAT Tax (F) = (E) * 0.26% / (1-0.26%) \$ 266,790 \$ 238,946 \$ 14,023 \$ 99,106 \$ 25,163 \$ 400	Revenue Requirement (G) = (E) + (F) \$ 102,611,388 \$ 91,902,345 \$ 5,393,301 \$ 38,117,650 \$ 9,678,006 \$ 153,887	Billing Units (H) 5,416,672,352 19,616,253 825,103 6,390,248 2,994,259 16,470,666	kWh kW kW kVa kVa	NMB Rates (I) = (G) / (H) \$ 0.018944 per kWh \$ 4.6850 per kW \$ 6.5365 per kW \$ 5.9650 per kW \$ 3.2322 per kVa \$ 0.009343 per kWh
32 33 T 34 35 36 37 38	Revenue Requirement (Before CAT Tax) 12 months ending Feb-23 (A) \$ 115,417,652	RS GS GP GSU GT TRF	Demand Allocators (B) 39.84% 22.83% 11.27% 0.25% 25.80% 0.01%	Allocated Balance (C) = (A) * (B) \$ 45,987,865 \$ 26,351,309 \$ 13,003,367 \$ 284,562 \$ 29,773,431 \$ 17,118	Typical Bill Adjustment (D) \$ -	Total Allocated Balance (E) = (C) + (D) \$ 45,987,865 \$ 26,351,309 \$ 13,003,367 \$ 284,562 \$ 36,130,158 \$ 17,118	CAT Tax (F) = (E) * 0.26% /(1-0.26%) \$ 119,880 \$ 68,692 \$ 33,897 \$ 742 \$ 94,183 \$ 45	Revenue Requirement (G) = (E) + (F) \$ 46,107,746 \$ 26,420,001 \$ 13,037,264 \$ 285,303 \$ 36,224,341 \$ 17,163	Billing Units (H) 2,516,575,719 6,589,457 2,771,312 53,066 6,170,095 2,085,641	kWh kW kW kVa kVa kWh	NMB Rates (I) = (G) / (H) \$ 0.018322 per kWh \$ 4.0094 per kW \$ 4.7044 per kW \$ 5.3764 per kVa \$ 5.8710 per kVa \$ 0.008229 per kWh

- 1 Column (A): See Exhibit A, Page 3 of 6, line no. 76-78
- 2 Column (B): See Exhibit A, Page 2 of 6, column (G)
- 3 Column (D): See Exhibit A, page 3 of 6, Lines 85-87. 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

Case No. 21-1225-EL-RDR
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

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)
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	4,764,401	4,627,084	4,684,990	4,102,599	4,544,769	100.00%
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	3,617,166	3,462,216	3,386,862	3,127,949	3,398,548	100.00%
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	1,756,859	1,756,495	1,751,403	1,612,567	1,719,331	100.00%

^{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)

ne															
PJM Network Service	Company	G/L Account 507003		Apr-22 \$ 26,564,499 \$	May-22	Jun-22	Jul-22 \$ 27,449,983	Auq-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23 5 25.661.306 5	Total 325.029.931
2 PJM NetWork Service	CE	507003		\$ 26,564,499 \$ \$ 19.832.207 \$	27,449,963	\$ 26,564,499 \$ 19.832.207	\$ 27,449,963 \$ 20,493,281	5 27,449,963 5 20,493,281	\$ 26,564,499 \$ 19.832,207	5 20,493,281	5 19.832.207	5 20,449,983 5 20,493,281	5 20,410,732 S 5 21,210,546	5 19.157.912 5	
3	TE	507003		\$ 9,843,493 \$		\$ 9,843,493	\$ 10,171,610	\$ 10,171,610	\$ 9,843,493	\$ 10,171,610	9,843,493	\$ 10,171,610	\$ 10,527,616	9,508,814 \$	
1	Total		\$ 58,114,873	\$ 56,240,200 \$	58,114,873	\$ 56,240,200	\$ 58,114,873	\$ 58,114,873	\$ 56,240,200	\$ 58,114,873	\$ 56,240,200	\$ 58,114,873	\$ 60,148,894	54,328,033 \$	688,126,963
PJM Anc llaries - Sch	OE	507105	\$ 823,000	\$ 797,000 \$	823,000	\$ 797,000	\$ 823,000	823,000	\$ 797,000	\$ 823,000	797,000	\$ 823,000	\$ 823,000	744,000 \$	9,693,000
7 2 Reactive	CE	507105	\$ 615,000	\$ 595,000 \$			\$ 615,000			\$ 615,000					
3	TE Total	507105	\$ 305 000	\$ 295 000 \$ \$ 1,687,000 \$	1,743,000	\$ 295 000 \$ 1,687,000	\$ 305 000 \$ 1,743,000	\$ 305 000 \$ 1,743,000	\$ 295 000 \$ 1,687,000	\$ 305 000 \$ 1,743,000	\$ 295 000 \$ 1.687,000	\$ 305 000 \$ 1,743,000	\$ 305 000 S \$ 1,743,000	\$ 276 000 \$ \$ 1,575,000 \$	3 591 000
0			State Missioner												of Crant States and
1 Schedule 1A - 2 Scheduling and	CE	507502 507502	\$ 252,000 \$ 188,000	\$ 244,000 \$ \$ 182,000 \$	252,000 188,000		\$ 252,000 \$ 188,000			\$ 252,000 \$ 188,000		\$ 252,000 \$ 188,000			
3 Dispatch	TE	507502	\$ 93 000	\$ 90,000 \$	93 000	\$ 90,000	\$ 93,000			\$ 93 000		5 93 000			
4	Total		\$ 533,000		533,000	\$ 516,000	\$ 533,000		\$ 516,000	\$ 533,000		\$ 533,000	\$ 533,000	482,000 \$	
5 6 Non-Legacy RTEP	OE	507509	\$ 1,676,902	\$ 1,622,809 \$	1,676,902	\$ 1,622,809	\$ 1,676,902	1,676,902	\$ 1,622,809	5 1.676.902	1.622.809	5 1.676.902	5 1.676.902	5 1.514.621 5	19,744,171
7 Expenses	CE	507509	\$ 1 251 922	\$ 1211537 \$	1 251 922	\$ 1 211 537	\$ 1 251 922	1 251 922	\$ 1 211 537	1 251 922	1 211 537	1 251 922	1 251 922	1 130 768 \$	14 740 368
8 9	Te	507509		\$ 601 333 \$ \$ 3,435,678 \$			\$ 621 377 \$ 3,550,201		\$ 601 333 \$ 3,435,678						
0			Michigan Commen												or Marketine
1 Legacy RTEP	OE	507510	\$ 537,068		537,068		\$ 537,068								
2 Expenses 3	CE	507510 507510	\$ 400,958 \$ 199,011	\$ 388,024 \$ \$ 192,591 \$	400,958 199,011	\$ 388,024 \$ 192,591	\$ 400,958 \$ 199,011	\$ 400,958 \$ 199,011	\$ 388,024 \$ 192,591	\$ 400,958 \$ 199,011	388,024 192,591	\$ 400,958 \$ 199,011	\$ 400,958 \$ 199,011	362,156 \$ 179,752 \$	4,720,956 2,343,193
4	Total	0.70-0.550	\$ 1,137,037	\$ 1,100,358 \$	1,137,037								1,137,037		13,387,693
5 6 Generation	OE	507007	\$ -	s - s	0 0 1				\$			5 2	5 -	5 - 5	
7 Deactivation Charges	CE	507007	\$ -	5 - 5	· -	\$ -	5 -			5 -				- 5	
9	TE Total	507007	\$ - \$ -	5 - 5		5 -	5 -	ş -	ş -	5 -		5 -	5 -	- 5	-
0	TOTAL		300		9		•				3				
1 PJM Customer Default	OE	506510	5 -	5 - 5						5 -		5 -			
2	CE TE	506510 506510	\$ -	S - S S - S	6	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	S -	5 -	\$ - 5 -	S -	5 - 5	
4	Total		\$	5 - 5	0 6	5 -	5 -	5 -	\$ -	5 -	5 -	5 -	s -	- 5	958
5 6 Meter Correction	OF	506012	\$ -	5 - 5	8 P 1	s -	s -	s .	\$	5 -	e 21 h	5 1	5 -		6 526
7	CE	506012	5	5 - 5						5 -			5 -		
8	TE	506012	\$ -	\$ - \$	-	5 -	5 -	5 -	\$ -	5 -	-	5 -	5 -	- 5	-
0	lotal		•		-	•	• -	• -	•	-	-	•	-		-
1 Emergency Energy	OE	506013	\$ -	5 - 5	15				5 -	5			5 -		
2	CE	506013 506013	\$ - \$ -	S - S S - S			\$ - \$ -		\$ - \$ -	\$ - 5 -			S - :		
4	Total		\$ -	5 - 5	-	5 -	5 -	5 -	\$ -	5 -	5 -	5 -	5 -	- 5	97.0
5 6 Balancing Operating	OE	507008	\$ 267,000	\$ 267,000 \$	267,000	\$ 267,000	\$ 267,000	\$ 267,000	\$ 267,000	\$ 267,000	\$ 267,000	\$ 267,000	\$ 267,000	\$ 267,000 \$	3,204,000
7 Reserves, Balancing	CE	507008	\$ 149,000	\$ 149,000 \$	149,000	\$ 149,000	\$ 149,000	149,000	\$ 149,000	\$ 149,000	149,000	\$ 149,000	149,000	149,000 \$	1,788,000
8 Operating Reserve for 9 Load Response and	Te	507008	\$ 71,000 \$ 487,000	\$ 71,000 \$ \$ 487,000 \$	71,000 487,000	\$ 71,000 \$ 487,000	\$ 71,000 S \$ 487,000	5 71,000 \$ 5 487,000 \$	852,000 5.844.000						
0 Load Response and	Total		4 407,000	\$ 407,000 \$	407,000	407,000	407,000	407,000	407,000	407,000	407,000	407,000	407,000	407,000 4	3,044,000
1 Planning Period 2 Congestion Up ft	CE	570039	5 -	5 - 5						5 - 5 -			S - :	5 - 5	
					8 8 8	5 -	s -	5 -	5 -	5	5 [5	5 -	5 - 5	
	TE	570039 570039	5 -	5 - 5					s -	5 -	5 7	5 -	5 -		
3 4			7 - 7	5 - 5	-	\$ -	5 -	•	(A)						
3 4 5	TE Total		\$ -	10700 0200 02		\$ - \$ 30.015.051	5 31 005 953	5 31 005 953	\$ 30.015.051	\$ 31 005 953	\$ 30.015.051	\$ 31 005 953	5 31 966 702	5 28 900 021 5	366 962 646
3 4 5 6 Total NMB Expense 7	TE Total OE CE		\$ - \$ - \$ 31,005,953 \$ 23,098,160	\$ 30,015,051 \$ \$ 22,357,768 \$	31,005,953 23,098,160	\$ 22,357,768	\$ 31,005,953 \$ 23,098,160	\$ 23,098,160	\$ 22,357,768	\$ 23,098,160	\$ 22,357,768	\$ 23,098,160	\$ 23,815,425	\$ 21,524,836 \$	273,360,295
3 4 5 6 Total NMB Expense 7 8	TE Total OE CE TE		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10 680 810 \$	273,360,295 135 637 470
3 4 5 5 Total NMB Expense 7 8 9	TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10 680 810 \$	273,360,295 135 637 470 775,960,411
3 4 5 5 6 Total NMB Expense 7 8 9 9 1 Previously absorbed	TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,680,810 \$ 61,105,667 \$	273,360,295 135 637 470 775,960,411 9,356,218
3 4 4 5 5 Total NMB Expense 7 8 9 0 0 1 Previously absorbed 2 Legacy RTEP Costs	TE Total OE CE TE Total OE CE		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10,680,810 \$ \$ 61,105,667 \$	5 273,360,295 5 135 637 470 5 775,960,411 6 9,356,218 7,205,214
3 4 5 Total NMB Expense 7 6 9 9 1 Previously absorbed 2 Legacy RTEP Costs 3 through May 2018	TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,680,810 \$ 61,105,667 \$	273,360,295 135 637 470 775,960,411 9,356,218
5 Total NMB Expense 7 3 3 5 7 7 8 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	TE Total OE CE TE Total OE CE Te Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10,680,810 \$ \$ 61,105,667 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	5 273,360,295 5 135 637 470 6 775,960,411 6 9,356,218 7,205,214 6 4 510 296 6 21,071,727
Total NMB Expense	TE Total OE CE TE Total OE CE TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10 680 810 \$ \$ 61,105,667 \$	273,360,295 135 637 470 775,960,411 5 9,356,218 7,205,214 5 4510,296 5 21,071,727 5 (5,903,936) 5 (1,506,397)
Total NMB Expense Total NMB Expense Previously absorbed Legacy RTEP Costs through May 2018 Typical B i Adjustment	TE Total OE CE TE Total OE CE Te Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10 680 810 \$ \$ 61,105,667 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	273,360,295 135 637 470 775,960,411 5 9,356,218 6 7,205,214 6 4510 296 6 21,071,727 6 (5,903,936) 6 (1,506,397) 6 (356,727)
Total NMB Expense	TE Total OE CE TE Total OE CE TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10 680 810 \$ \$ 61,105,667 \$	273,360,295 135 637 470 775,960,411 5 9,356,218 6 7,205,214 6 4510 296 6 21,071,727 6 (5,903,936) 6 (1,506,397) 6 (356,727)
5 Total NMB Expense 7 Total NMB Expense 7 Total NMB Expense 7 Total NMB Expense 8 Tota	TE Total OE CE TE Total OE CE TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10,680,810 \$ \$ 61,105,667 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	5 273,360,295 135 637 470 775,960,411 6 9,356,218 6 7,205,214 5 4510,296 5 21,071,727 6 (5,903,936) 6 (356 727) 6 (356 727) 6 (45,136,223)
Total NMB Expense	TE Total OE CE TE Total OE CE TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10,680,810 \$ \$ 61,105,667 \$ \$ 3 \$ \$ 5 \$ 61,105,667 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	5 273,360,295 5 275,360,411 5 9,356,218 6 7,205,214 5 4510,296 6 21,071,727 6 (5,903,936) 6 (1506,397) 6 (356,727) 6 (45,136,223) 6 (45,136,223) 6 (33,353,360)
Total NMB Expense Previously absorbed Legacy RTEP Costs through May 2018 Typical B II Adjustment Estimated Under / (Over) Collection as of February 28, 2022	TE Total OE CE TE Total OE CE TE Total OE CE TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ \$ 10,680,810 \$ \$ 61,105,667 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	5 273,360,295 5 273,360,295 5 775,960,411 5 9,356,218 5 7,205,214 5 21,071,727 6 (5,903,936) 6 (1506,397) 6 (356,727) 6 (45,136,223) 6 (45,136,223) 6 (33,353,360)
Total NMB Expense Previously absorbed Legacy RTEP Costs through May 2018 Typical B II Adjustment Estimated Under / (Over) Collection as of February 28, 2022	TE Total OE CE TE Total OE CE TE Total OE CE TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,5687 \$ 61,105,667 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	5 273,360,295 5 273,360,295 5 775,960,411 6 9,356,218 6 7,205,214 4 510,296 5 21,071,727 6 (5,903,936) 6 (1506,387,767,059) 6 (45,136,223) 6 (33,353,360) 6 (18,373,388) 6 (68,682,970)
Previously absorbed Legacy RTEP Costs Inhrough May 2018 Typical B II Adjustment Estimated Under / (Over) Collection as of February 28, 2022 Rider NMB Revenue Requirement (Before	TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,588,810 \$ 10,588,810 \$ 3 \$ 10,588,810 \$ 3 \$ 61,105,667 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$ 3 \$	5 273,360,295 135,637,470 5 775,960,411 5 9,356,218 6 7,205,214 5 4510,296 5 21,071,727 6 (5,90,396) 6 (15,90,396) 6 (15,90,396) 6 (13,767,059) 6 (45,136,223) 6 (43,333,360) 6 (18,373,388) 6 (86,862,970) 6 325,278,706 6 245,705,753
3 4 5 5 6 Total NMB Expense 7 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	TE Total OE CE TE Total OE CE TE Total OE CE TE Total OE CE TT Total OE CE TT Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,588,810 \$ 10,588,810 \$ 3 \$ 10,588,810 \$ 3 \$ 61,105,667 \$ 3 \$ 3 \$ 3 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	5 273,360,295 135,637,470 5 775,960,411 5 9,356,218 5 4,205,214 5 4,510,296 6 45,102,207 6 (5,903,936) 5 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 7 (15,075,936) 7 (15,075,936)
Total NMB Expense Total NMB Revenue Total NMB Expense Total NMB Ex	TE Total OE CE TE Total		\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 11 460 998	\$ 30,015,051 \$ \$ 22,357,768 \$ \$ 11 093 417 \$	31,005,953 23,098,160 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,588,810 \$ 10,588,810 \$ 3 \$ 10,588,810 \$ 3 \$ 61,105,667 \$ 3 \$ 3 \$ 3 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	5 273,360,295 135,637,470 5 775,960,411 5 9,356,218 6 7,205,214 5 4510,296 5 21,071,727 6 (5,90,396) 6 (15,90,396) 6 (15,90,396) 6 (13,767,059) 6 (45,136,223) 6 (43,333,360) 6 (18,373,388) 6 (86,862,970) 6 325,278,706 6 245,705,753
Total NMB Expense Total NMB Expense Total NMB Expense Previously absorbed Legacy RTEP Costs through May 2018 Typical B II Adjustment Typical B II Adjustment Reputement Reputement Requirement (Before Typical B II Adj. and CAT Tax)	TE Total OE CE TE Total OE CE TE Total OE CE TE Total OE CE TE Total OE TE Total	570039	\$ - \$ - \$ 31,005,953 \$ 23,098,160 \$ 160,998 \$ 65,565,111	\$ 30.015,051 \$ 22.357,768 \$ 11.933.417 \$ 63,466,237 \$	31,005,953 23,098,160 11,460,998 65,565,111	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,588,810 \$ 10,588,810 \$ 3 \$ 10,588,810 \$ 3 \$ 61,105,667 \$ 3 \$ 3 \$ 3 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	5 273,360,295 135,637,470 5 775,960,411 5 9,356,218 5 4,205,214 5 4,510,296 6 45,102,207 6 (5,903,936) 5 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 7 (15,075,936) 7 (15,075,936)
Total NMB Expense Total NMB Revenue Total NMB Re	TE Total OE CE TE Total OE CE TE Total OE CE TE Total OE CE TE Total OE TE Total	570039	\$ - \$ 11,005,953 \$ 23,098,160 \$ 11,460,998 \$ 65,565,111	\$ 30.015,051 \$ 22,357,768 \$ 22,357,768 \$ 11,093 417 \$ 63,466,237 \$	31,005,953 23,098,160 11,460,998 65,565,111	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,588,810 \$ 10,588,810 \$ 3 \$ 10,588,810 \$ 3 \$ 61,105,667 \$ 3 \$ 3 \$ 3 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	5 273,360,295 135,637,470 5 775,960,411 5 9,356,218 5 4,205,214 5 4,510,296 6 45,102,207 6 (5,903,936) 5 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 6 (15,073,936) 7 (15,075,936) 7 (15,075,936)
Total NMB Expense Total NMB Revenue Total NMB Expense Total NMB Ex	Total OE CE Total OE CE TE Total	570039	\$	\$ 30.015,051 \$ \$ 22,357,668 \$ 23,57,668 \$ 11,093 417 \$ \$ 63,466,237 \$ \$ 63,466,237 \$ er in Case No. 20-12 digustrents Sept-Feb T	31,005,953 23,098,160 11,460,998 65,565,111	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,588,810 \$ 10,588,810 \$ 3 \$ 10,588,810 \$ 3 \$ 61,105,667 \$ 3 \$ 3 \$ 3 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	5 273,360,295 135,637,470 5 775,960,411 5 9,356,218 5 4,205,214 5 4,510,296 6 45,102,96 6 (5,903,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,073,938) 6 (33,353,360) 6 (36,073,938) 6 (36,073,938) 7 (36,073,938)
Total NMB Expense Total NMB Revenue Total NMB To	TE Total OE CE TE TOTAL	570039	\$	\$ 30.015,051 \$ \$ 22.587,768 \$ \$ 22.587,768 \$ \$ 11.093,417 \$ \$ 63,466,237 \$ \$ 63,4	31,005,953 23,098,160 11,460,998 65,565,111 65,565,111 768-EL-RDR otal adjustment 5,903,936	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,588,810 \$ 10,588,810 \$ 3 \$ 10,588,810 \$ 3 \$ 61,105,667 \$ 3 \$ 3 \$ 3 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	5 273,360,295 135,637,470 5 775,960,411 5 9,356,218 5 4,205,214 5 4,510,296 6 45,102,96 6 (5,903,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,063,936) 6 (15,073,938) 6 (33,353,360) 6 (36,073,938) 6 (36,073,938) 7 (36,073,938)
Total NMB Expense Total NMB Expense Total NMB Expense Previously absorbed Legacy RTEP Costs Through May 2018 Typical B II Adjustment Security Collection as of a February 28, 2022 Requirement (Before Typical B II Adj. and CAT Tax) CAT Tax)	Total OE CE Total OE CE TE Total	570039 djustment Per	\$	\$ 30.015,051 \$ \$ 22,357,668 \$ 23,57,668 \$ 11,093 417 \$ \$ 63,466,237 \$ \$ 63,466,237 \$ er in Case No. 20-12 digustrents Sept-Feb T	31,005,953 23,098,160 11,460,998 65,565,111 65,565,111 5,903,936 1,506,397 6,356,727	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 22,357,768 \$ 11 093 417	\$ 23,098,160 \$ 11 460 998	\$ 23,815,425 \$ 11 817 004	\$ 21,524,836 \$ 10,588,810 \$ 10,588,810 \$ 3 \$ 10,588,810 \$ 3 \$ 61,105,667 \$ 3 \$ 3 \$ 3 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	5 273,360,295 135,637,470 5 775,960,411 5 9,356,218 6 9,356,218 4 510,296 5 21,071,727 6 (5,903,936) 6 (15,06,397) 6 (35,6727) 6 (3,767,059) 6 (45,136,223) 6 (45,136,223) 6 (45,136,223) 6 (45,136,223) 6 (56,682,970) 6 325,278,706 6 245,705,753 115,417,652

			Typical Bli	Adju	stments		
201004			Mar-Aug		Sept-Feb	To	al adjustment
OE	Rate GT	\$	4,378,751	\$	1,525,185	\$	5,903,936
CE	Rate GSU	\$	1,506,397	5	-	\$	1,506,397
TE	Rate GT	\$	4,692,040	5	1,664,687	\$	6,356,727
Total		5	10 577 187	5	3 189 872	5	13 767 059

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

Case No. 21-1225-EL-RDR **Ohio Edison Company** The Cleveland Electric Illuminating Company The Toledo Edison Company

5 Estimated Le	osts incurred / RTEP Costs through Nov. 2018 gacy RTEP Costs Dec. 2018 - Feb. 2019	February 2019	February 2019		June 2018
4 Actual Legacy 5 Estimated Legacy	RTEP Costs through Nov. 2018				Julie 2010
5 Estimated Le					
	racy RTEP Costs Dec 2018 - Feb 2019	\$102,749,982	\$2,994,749		\$99,755,233
6 Total Legacy R		\$1,318,295	\$1,318,295		\$0
	TEP costs incurred	\$104,068,276	\$4,313,044		\$99,755,233
	ınded to the Companies by PJM	(\$57,652,252)	\$0		(\$57,652,252)
	acy RTEP costs to be recovered in Rider NMB	\$46,416,025	\$4,313,044		\$42,102,981
9 Interest Rate			0.00%		0.00%
10 Months			12		36
11 Monthly Amortiz			\$359,420		1,169,527
12 Annual Amortiza	ation		\$4,313,044	\$	14,034,327
13				_	-
14	FOTDIO IL LUMINATINO COMPANY	Total Thru	June 2018 through		Prior to
	LECTRIC ILLUMINATING COMPANY	February 2019	February 2019		June 2018
16	- II. V I				
17 Legacy RTEP c		#70 040 000	#0.000.470		\$70,000,000
	/ RTEP Costs through Nov. 2018	\$78,616,682	\$2,223,476		\$76,393,206
	gacy RTEP Costs Dec. 2018 - Feb. 2019	\$999,973	\$999,973		\$0 \$76,393,206
20 Total Legacy R		\$79,616,654	\$3,223,449		
	unded to the Companies by PJM	(\$43,969,744)	\$0	-	(\$43,969,744)
23 Interest Rate	acy RTEP costs to be recovered in Rider NMB	\$35,646,911	\$3,223,449 0.00%		\$32,423,462
24 Months			12		0.00%
25 Monthly Amortiz	ration		\$268,621	\$	900.652
26 Annual Amortiza			\$3,223,449	\$	10,807,821
27			Ψ0,220,440	J	10,007,021
28		Total Thru	June 2018 through		Prior to
29 TOLEDO EDIS	ON .	February 2019	February 2019		June 2018
30		0.7000.00000.0000.000			537800-53580
31 Legacy RTEP c	osts incurred				
	RTEP Costs through Nov. 2018	\$40,250,300	\$1,123,088		\$39,127,212
	gacy RTEP Costs Dec. 2018 - Feb. 2019	\$506,092	\$506,092		\$0
34 Total Legacy R		\$40,756,392	\$1,629,180		\$39,127,212
	inded to the Companies by PJM	(\$18,830,882)	\$0		(\$18,830,882)
	acy RTEP costs to be recovered in Rider NMB	\$21,925,510	\$1,629,180		\$20,296,330
37 Interest Rate			0.00%		0.00%
38 Months			12		36
39 Monthly Amortiz	ration		\$135,765	\$	563,787
40 Annual Amortiza	ation		\$1,629,180	\$	6,765,444
41					

- 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

Case No. 21-1225-EL-RDR
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Exhibit A Page 5 of 6

Forecasted Billing Units (March 2022 - February 2023)

OE	RS GS GP GSU GT LTG*	Billing Units 9,209,083,747 kWh 22,343,238 kW 6,594,647 kW 2,370,225 kVa 10,403,928 kVa 13,975,855 kWh
CEI	RS GS GP GSU GT LTG*	5,416,672,352 kWh 19,710,549 kW 1,065,841 kW 7,652,366 kW 6,404,032 kVa 16,470,666 kWh
TE	RS GS GP GSU GT LTG*	2,516,575,719 kWh 6,589,518 kW 2,775,550 kW 224,409 kVa 10,328,844 kVa 2,085,641 kWh

- 1 Source: Forecast as of February 2022 including Pilot Participants
- 2 * LTG includes Traffic Lighting only

Exhibit A Page 6 of 6

Rider NMB Opt-Out Pilot Program Participants

Expected March 2022 Pilot Participants - 2022 NSPL

Line	ST CONTRACTOR OF THE CONTRACTO	OE	CE	TE
1	Total EDC NSPL	4,952,300	3,756,700	2,026,200
2	NMB Pilot Participant NSPL			
3	GS		5,604	
4	GP	19,232	17,521	
5	GSU	3,686	65,227	10,712
6	GT	130,092	85,487	237,002
7				
8	Expected March 202	1 Pilot Participants	- Annual Billing	Demand
9		OE	CE	TE
10	GS		94,296	
11	GP	258,226	240,738	
12	GSU	335,940	1,262,118	171,344
13	GT	4,259,229	3,409,773	4,158,749

- 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 Particips
- 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
	ginning Balance - Regulatory Asset/(Liab lity) 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)	
	venues n-Market Based Rider (NMB) Revenues	1									37 391 853 S		36 344 461	\$ 393 793 090
	al Adjusted NMB Revenues		\$ 27 707 011 \$ \$ 27 707 011 \$	27 205 146 \$ 27 205 146 \$	34 428 409 \$ 34 428 409 \$	32 855 440 \$ 32 855 440 \$	34 600 149 \$ 34 600 149 \$	42 200 677 \$ 42 200 677 \$	42 447 375 \$ 42 447 375 \$	44 308 165 \$ 44 308 165 \$	37 391 853 \$	34 304 404 \$ 34 304 404 \$	36 344 461	\$ 393 793 090
4 Mor	nthly CAT Amount		\$ 72,038 \$	70,733 \$	89,514 \$	85,424 \$	89,960 \$	109,722 \$	110,363 \$	115,201 \$	97,219 \$	89,191 \$	94,496	
	al Adjusted CAT Amount	10.15	\$ 72 038 \$ \$ 27 634 973 \$	70 733 \$ 27 134 413 \$	89 514 \$ 34 338 895 \$	85 424 \$ 32 770 016 \$	89 960 \$ 34 510 188 \$	109 722 \$ 42 090 955 \$	110 363 \$ 42 337 012 \$	115 201 \$ 44 192 964 \$	97 219 \$ 37 294 634 \$	89 191 \$ 34 215 213 \$	94 496 36 249 965	\$ 1 023 862 \$ 392 769 228
	IB Revenues Excluding CAT IB Revenue Associated with amortization of Legacy RTEP expenses	L3 - L5	\$ 27 634 973 \$ \$ 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	\$ 392 709 228 \$ 12 864 800
8 Net	NMB Revenue for Recovery of Current NITS & Other FERC/RTO 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
NIT	S & Other FERC/RTO Expenses:	(507000)	The property of the	120102-000	DESCRIPTION OF	A RECEIVED E	55000000	DEBOOTS A			CHARLES	SERVICE S	92.000.000	E assessment
10 P.IN	'S Expenses (507003) M Integration Costs - exclude from NITS Expenses	(507003)	\$ 27,335,118 \$	24,669,435 \$	27,402,707 \$ (9,618) \$	27,355,456 \$ (9,625) \$	26,543,500 \$ (9,617) \$	26,543,061 \$ (9,625) \$	27,443,265 \$ (9,617) \$	27,400,239 \$ (9,617) \$	26,569,978 \$ (9,625) \$	27,474,079 \$ (9,617) \$	26,650,913 (9,625)	\$ 295,387,751 \$ (86,584)
11 MIS	SO Exit Fees - exclude from NITS Expense		\$ - \$	- \$	(230,245) \$	(230,413) \$	(230,224) \$	(230,413) \$	(230,224) \$	(230,224) \$	(230,413) \$	(230,224) \$	(230,413)	\$ (2,072,795)
	ad 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
13 Loa	ad Reconciliation for Transmission Owner Schedu ing, System Control & Dispatch Service/Sch. 1 75021		-											
1	(MISO) Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP)	(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
14 Exp	penses (507513)	(507513)	s - s	- 5	- 5	- 5	- \$	- \$	- \$	- 5	- S	- 5	=1	\$ -
	M Integration Expenses (507514)	(507514)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- 5	- \$	- 5	THE STATE OF THE STATE OF	\$ -
16 MIS	60 Exit Fee Expenses (507515) pacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507515) (507510)	\$ - \$ \$ 451.447 \$	450.936 \$	452.648 \$	451.735 \$	452.920 \$	440.015	440.285 \$	439.567 \$	440.500 S	(207,323) \$ 440.660 \$	(207,493) 441,893	\$ (414,815) \$ 4,902,608
	n-Legacy RTEP Expenses (507509)	(507510)	\$ 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
19 Ger	neration Deactivation Charges (507007)	(507007)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	Control of the Contro	\$ -
	ter Correction (506012) ergency Energy (506013)	(506012) (506013)	\$ 23,385 \$	(1,740) \$	(14,716) \$	5,817 \$	(9,018) \$	(4,691) \$	(6,369) \$	(11,580) \$	(14,308) \$	8,097 \$	(3,920)	\$ (29,044)
	ergency Energy (500013) ancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services			- 3	- 3	- 3	- 3	- 3	- 3		- 3	- 3	-	
(50)	7008)	(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
	nning Period Congestion Uplift (570039) M Customer Default (506510)	(570039) (506510)	\$ - \$ \$ 808 \$	- \$ 470 \$	- \$ 2752 \$	2 696 \$	- \$ (6 255) \$	927 \$	- S	- 5	- \$	5	0020	\$ - \$ 1397
25 Total	al NITS & Other FERC/RTO Expenses	(300010)	\$ 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
Pric	or Period NITS & Other FERC/RTO Expense Adjustments:								(3)	9/2				
26 NIT 27 PJN	'S Expenses M Integration Costs - exclude from NITS Expenses		\$ - \$	- 5	(19,310) \$		- 5	5	- 5	- 5	- 5	- 5	3	\$ - \$ (19,310)
	SO Exit Fees - exclude from NITS Expense		\$ - \$	- \$	(462,277) \$	- 5	- \$	- \$	- \$	- 5	- s	- 5	-	\$ (462,277)
29 Loa	ad Reconciliation for Reactive Services/Sch. 2		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	2	\$
30 Loa	ad Reconciliation for Transmission Owner Scheduing, System Control & Dispatch Service/Sch. 1 EP Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	20	\$
32 PJM	M Integration Expenses		š š	- \$	Š	- · · · · · · · · · · · · · · · · · · ·	- š		- \$	- \$	- \$	- \$		Š
33 MIS	60 Exit Fee Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- 5	- \$	- \$	29	\$
	pacy RTEP Expenses n-Legacy RTEP Expenses		5 - 5	- \$	- 5	- \$	- \$	5	- \$	- 5	- \$	- 5	7	\$
	neration Deactivation Charges		š š		- \$	i .	Š		- \$		Ī	- \$	2	s
	ter Correction		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	7	\$
	ergency Energy		2 - 2	- \$	- 5	- \$	- \$	- \$	- \$	- \$	- \$	- 2	-	\$
	ancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	=	\$
	nning Period Congestion Uplift		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- 5	2	\$
41 PJN 42 Tot	M Customer Default al Prior Period NITS & Other FERC/RTO Expense Adjustments		5 - 5	- 5	(481 588) \$	- 5	- 5	- 5	- 5	- 5	- 5	- 5		\$ (481 588)
Adj	justed NITS & Other FERC/RTO Expenses:		AND SERVICE CONTRACTOR AND	CONTRACTOR OF THE PARTY OF THE		a supplementation of	CONTRACTOR CONTRACTOR AND	West Committee on the Committee of the C	10.000000000000000000000000000000000000	S CHANGE SOMEON CON-	N MONTH CONTRACTOR	Decimality of the	AND SOME PROPERTY.	that the state of
	S Expenses	L9 + L26	\$ 27,335,118 \$	24,669,435 \$		27,355,456 \$	26,543,500 \$	26,543,061 \$	27,443,265 \$	27,400,239 \$	26,569,978 \$			\$ 295,387,751
45 MIS	M Integration Costs - exclude from NITS Expenses 60 Exit Fees - exclude from NITS Expense	L10 + L27 L11 + L28	\$ - \$		(28,928) \$ (692,522) \$	(9,625) \$ (230,413) \$	(9,617) \$ (230,224) \$	(9,625) \$ (230,413) \$	(9,617) \$ (230,224) \$	(9,617) \$ (230,224) \$	(9,625) \$ (230,413) \$	(9,617) \$ (230,224) \$	(9,625) (230,413)	\$ (105,895) \$ (2,535,073)
46 Loa	ad 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
	ad Reconciliation for Transmission Owner Schedu ing, System Control & Dispatch Service/Sch. 1 EP Expenses	L13 + L30 L14 + L31	\$ 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
	M Integration Expenses	L15 + L32	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- 5	- s	- 3	-	\$
50 MIS	SO Exit Fee Expenses	L16 + L33	\$ - \$	- \$	- \$	- \$	- \$	\$	- \$	- \$	- \$	(207,323) \$	(207,493)	\$ (414,815)
	jacy RTEP Expenses n-Legacy RTEP Expenses	L17 + L34 L18 + L35	\$ 451,447 \$ \$ 2,220,193 \$	450,936 \$ 2,123,826 \$	452,648 \$ 1,763,460 \$	451,735 \$ 1,781,456 \$	452,920 \$ 1,780,799 \$	440,015 \$ 1,779,800 \$	440,285 \$ 1,780,895 \$	439,567 \$ 1,777,992 \$	440,500 \$ 1,781,715 \$	440,660 \$ 1,782,386 \$	441,893 1,787,376	\$ 4,902,608 \$ 20,359,897
53 Ger	neration Deactivation Charges	L19 + L36	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
	ter Correction	L20 + L37	\$ 23,385 \$	(1,740) \$	(14,716) \$	5,817 \$	(9,018) \$	(4,691) \$	(6,369) \$	(11,580) \$	(14,308) \$	8,097 \$	(3,920)	\$ (29,044)
	ergency Energy	L21 + L38	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$		•
	ancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 31,601 \$	137,115 \$	156,344 \$		144,974 \$	265,507 \$	365,442 \$	278,724 \$	294,484 \$	250,703 \$	158,081	\$ 2,395,155
57 Plan 58 PJM	nning Period Congestion Uplift M Customer Default	L23 + L40 L24 + L41	\$ - \$ \$ 808 \$	- \$ 470 \$	- \$ 2752 \$	- \$ 2 696 \$	- \$ (6 255) \$	- \$ 927 \$	- \$ (0) \$	- \$	- \$	- \$	TO SHOW THE PARTY OF	\$ \$ 1397
	al Adjusted NITS & Other FERC/RTO 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 S	29.549.278	\$ 331,409,955
Red	coverable NITS & Other FERC/RTO Expenses:							100000000000000000000000000000000000000						
60 Tota 61 Mor	al Adjusted Rider NMB Monthly Recoverable Expenses nthly Principal Over/(Under)	L59 L60 - L8	\$ 30 860 228 \$ \$ 4 394 782 \$	28 582 018 \$	30 085 235 \$ (3 084 132) \$	30 591 708 \$	29 805 460 \$	29 831 532 \$ (11 089 896) \$	30 882 660 \$	30 744 107 \$	29 787 769 \$	30 689 959 \$ (2 355 726) \$		\$ 331 409 955 \$ (48 494 473)
	nniy Prindpai Overi(Under)	LOU-LO	4 4384102 \$	2017 132 \$	(3 004 132) \$	(1 000 700) \$	(3 030 201) \$	(11008 080) \$	(10 204 020) \$	(12 218 328) \$	(0 337 338) \$	(2 300 120) \$	(0 001 100)	♥ (40 484 4/3)
62 Bala	ance 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
	o Period Interest Adjustment nthly Interest Over/(Under)		\$ - \$ \$ 117.667 \$	137 416 \$	(3 953) \$ 132 939 \$	- \$ 126 464 \$	114 771 S	75.543 S	17 708 S	- S (43 683) S	- \$ (94 651) \$	- \$ (118.856) \$	(140 995)	\$ (3.953) \$ 324.323
	ntnly Interest Over/(Under) nthly Deferral Over/(Under)		\$ (4512449) \$	(2754 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
	mulative 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)	
			\$ 4,080,016 \$	4,197,432 \$	4.330.371 \$	4 456 834 \$	4.571,605 \$	4.647.148 \$	4 664 856 \$		4 528 522 C		4 266 672	
67 Cur	mulative NMB Interest Balance ferral 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 \$	(1875 490) \$	4,621,173 \$ (14 198 501) \$		4,407,687 \$ (23 105 072) \$		

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 - R	Regulatory Asset/(Liability) 182155		\$ 8,539,411 \$	12,144,783	13,146,591 \$	10,423,742	9,638,342 \$	6,858,012 \$	(1,408,194) \$	(10,302,263) \$	(19,317,229) \$	(23,677,749) \$	(25,326,176)	
2 Non-Market Based Ric 3 Total Adjusted NMB R	der (NMB) Revenues		\$ 20 218 311 \$	21 105 486 \$	25 908 979 \$	24 297 180 \$	25 616 098 \$	31 117 526 \$	32 439 261 \$	32 392 650 \$	26 982 097 \$	24 886 392 \$	24 946 011	\$ 289 909 990 \$ 289 909 990
4 Monthly CAT Amount			\$ 20 218 311 \$ \$ 52 568 \$ \$ 52,568 \$	21 105 486 \$ 54 874 \$	25 908 979 \$ 67 363 \$	24 297 180 \$ 63 173 \$	25 616 098 \$ 66 602 \$	31 117 526 \$ 80 906 \$	32 439 261 \$ 84 342 \$	32 392 650 \$ 84 221 \$	26 982 097 \$ 70 153 \$	24 886 392 \$ 64 705 \$	24 946 011 64 860	
5 Total Adjusted CAT Ar 6 NMB Revenues Exclud	ding CAT	L3 - L5	\$ 20 165 743 \$	54,874 \$ 21 050 611 \$	67,363 \$ 25 841 616 \$	63,173 \$ 24 234 008 \$	66,602 \$ 25,549,496 \$	80,906 \$ 31 036 620 \$	84,342 \$ 32 354 919 \$	84,221 \$ 32 308 429 \$	70,153 \$ 26 911 943 \$	64,705 \$ 24 821 687 \$	64,860 24 881 152	\$ 753,766 \$ 289 156 224
8 Net NMB Revenue for	ated with amortization of Legacy RTEP expenses Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7	\$ 900 652 \$ \$ 19 265 091 \$	900 652 \$ 20 149 960 \$	900 652 \$ 24 940 964 \$	900 652 \$ 23 333 356 \$	900 652 \$ 24 648 844 \$	900 652 \$ 30 135 969 \$	900 652 \$ 31 454 267 \$	900 652 \$ 31 407 778 \$	900 652 \$ 26 011 291 \$	900 652 \$ 23 921 035 \$	900 652 23 980 500	\$ 9 907 169 \$ 279 249 055
9 NITS & Other FERC/F 9 NITS Expenses (5070)	03)	(507003)	\$ 20,228,293 \$	18,219,063 \$		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
 PJM Integration Costs MISO Exit Fees - exclu 	- exclude from NITS Expenses ude from NITS Expense		S - S	- S	(7,090) \$ (169,726) \$			(7,098) \$ (169,920) \$	(7,089) \$ (169,708) \$					\$ (63,837) \$ (1,528,240)
1 15 55 5	r Reactive Services/Sch. 2 (507105) r Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	(507105)	\$ 500 245 \$	593 284 \$		606 910		598 893 \$	599 776 \$					\$ 6513333
(507502)	THE STATE OF THE S	(507502)	\$ 85,789 \$	297,357 \$	164,579 \$	77,450 \$	241,136 \$	177,684 \$	209,212 \$	215,067 \$	102,947 \$	269,883 \$	108,608	\$ 1,949,711
Expenses (507513)	Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP)	(507513)	\$ - \$	- 5	- \$	21 18	- 5	- \$	- \$	_ s	<u>≓</u> \$	- \$	1020	\$ 2
 15 PJM Integration Expens 16 MISO Exit Fee Expens 	ses (507515)	(507514) (507515)	\$ - \$	- S	- \$ - \$	2	- \$ - \$	- \$	- \$ - \$	- \$	- \$	- \$ (152,826) \$	(153,017)	\$ - \$ (305,844)
 17 Legacy Regional Trans 18 Non-Legacy RTEP Ex 	smission Expansion Plan (RTEP) Expenses (507510) xpenses (507509)	(507510) (507509)	\$ 334,021 \$ \$ 1,648,086 \$	333,171 \$ 1,575,391 \$	333,956 \$ 1,302,211 \$	332,927 \$ 1,312,925 \$	331,513 \$ 1,303,377 \$	322,786 \$ 1,305,623 \$	322,595 \$ 1,304,857 \$	321,907 \$ 1,302,072 \$	322,675 \$ 1,305,139 \$	322,665 \$ 1,305,117 \$	322,591 1,304,822	\$ 3,600,807 \$ 14,969,619
 Generation Deactivation Meter Correction (506) 		(507007) (506012)	\$ - \$ \$ 11,100 \$	- S (827) S	- S (6,944) S	3,142	5 - \$ (5,253) \$	- \$ (2,806) \$	(3,925) \$	- S (6,990) S	- \$ (8,067) \$	- \$ 4,025 \$	(1,793)	\$ - \$ (18,337)
21 Emergency Energy (50		(506013)	\$ - \$	- \$	- \$	1	- \$	- \$	- \$	- \$	- \$	- \$		\$
22 (507008) 23 Planning Period Congr	as collections for the second	(507008) (570039)	\$ 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
24 PJM Customer Default 25 Total NITS & Other FE	t (506510)	(506510)	\$ 599 \$ \$ 22,814,253 \$	349 \$ 21,083,036 \$	2 043 \$ 22,513,023 \$	2 023 S 22,493,436 S	(4 670) \$	690 \$ 21,854,952 \$	0 \$	- \$ 22,473,306 \$	- \$ 21,767,615 \$	- \$ 22,405,780 \$	21,526,541	\$ 1 033 \$ 243,347,647
Prior Period NITS & C	Other FERC/RTO Expense Adjustments:		\$ 22,014,205 \$	21,003,030 \$	22,013,023	22,483,430	21,023,004 \$	21,004,802 \$	22,382,022 \$	22,473,300 \$	21,707,013 \$	22,400,700 \$	21,320,341	\$ 243,347,047
27 PJM Integration Costs	- exclude from NITS Expenses		\$ - \$	- \$	(14,276) \$	-					-			\$ (14,276)
28 MISO Exit Fees - exclu 29 Load Reconc liation for	r Reactive Services/Sch. 2		\$ - \$	- 5	(341,772) \$	2			-	9		2		\$ (341,772) \$
31 MTEP Expenses	r Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		\$ - \$ \$ - \$	- 5	- \$ - \$	1 8	2		-	Ē		-	1	\$ - \$ -
32 PJM Integration Expension Signature 1 Street Signature 2 Street			\$ - \$ \$ - \$	- S	- \$ - \$	- 5	6-3 3-3	-	-	2	20	525	-	\$ - \$ -
34 Legacy RTEP Expense 35 Non-Legacy RTEP Ex			S - S	- S	- S	- 3			-	8			-	S -
36 Generation Deactivation 37 Meter Correction	on Charges		\$ - \$ \$ - \$	- 5	- \$	1			2	5		7	-	s s
38 Emergency Energy			\$ - \$	- \$	- \$	- 1		120	6	9	2	9 <u>2</u> 1	120	\$
39 Balancing Operating R 40 Planning Period Cong	Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ - \$	- \$	- \$	- 1	i.e.s	-	-	¥	20	3/ - 3	7.43	\$ 2
41 PJM Customer Defau!			\$ - \$	- 5	(356 049) \$		-							\$ - \$ (356 049)
Adjusted NITS & Oth	ner FERC/RTO Expenses:	L9 + L26	\$ 20,228,293 \$	18,219,063 \$	pulities again 16	20,159,928	19.434.520 \$	19,468,221 \$	20.108.588 \$	20,063,083 \$	RECOMMENSOR S	20.108.909 S	19.460.668	\$ 216,924,853
44 PJM Integration Costs 45 MISO Exit Fees - exclu	- exclude from NITS Expenses	L10 + L27	\$ 20,220,283 \$	- \$	(21,366) \$	(7,098) \$	(7,089) \$	(7,098) \$	(7,089) \$	(7,089) \$	(7,098) \$	(7,089) \$	(7,098)	\$ (78,114)
46 Load Reconcliation for	r Reactive Services/Sch. 2	L11 + L28 L12 + L29	\$ 500,245 \$	593,284	(511,498) \$ 610,976 \$	606,910 \$	(169,708) \$ 602,593 \$	(169,920) \$ 598,893 \$	(169,708) \$ 599,776 \$	590,743 \$	(169,920) \$ 600,179 \$	609,361 \$	(169,920) 600,374	\$ (1,870,012) \$ 6,513,333
48 MTEP Expenses	r Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30 L14 + L31	\$ 85,789 \$ \$ - \$	297,357 \$	164,579 \$	77,450	241,136 \$	177,684 \$	209,212 \$	215,067 \$	102,947 \$	269,883 \$	108,608	\$ 1,949,711 \$
49 PJM Integration Expension MISO Exit Fee Expension	ses	L15 + L32 L16 + L33	5 - 5	- 5	- \$	-	- \$	- \$	- \$	- 5	- 5	(152,826) \$	(153,017)	\$ (305,844)
 51 Legacy RTEP Expense 52 Non-Legacy RTEP Ex 	xpenses	L17 + L34 L18 + L35	\$ 334,021 \$ \$ 1,648,086 \$	333,171 \$ 1,575,391 \$	333,956 \$ 1,302,211 \$	332,927 \$ 1,312,925 \$	331,513 \$ 1,303,377 \$	322,786 \$ 1,305,623 \$	322,595 \$ 1,304,857 \$	321,907 \$ 1,302,072 \$	322,675 \$ 1,305,139 \$	322,665 \$ 1,305,117 \$	322,591 1,304,822	\$ 3,600,807 \$ 14,969,619
53 Generation Deactivation54 Meter Correction	on Charges	L19 + L36 L20 + L37	\$ - \$ \$ 11,100 \$	(827) \$	(6,944) \$	3,142	5 - \$ (5,253) \$	(2,806) \$	(3,925) \$	(6,990) \$	(8,067) \$	- \$ 4,025 \$	(1,793)	\$ - \$ (18,337)
55 Emergency Energy		L21 + L38	\$ - \$	- \$	- \$; - \$	- \$	- \$	- \$	- \$	- \$	NAS POMPARATO	\$ -
56 Balancing Operating R 57 Planning Period Cong	Reserves, Balancing Operating Reserve for Load Response and Reactive Services estion Uplift	L22 + L39 L23 + L40	\$ 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 \$
58 PJM Customer Default		L24 + L41 SUM (L43- L58)	\$ 599 \$ \$ 22 814 253 \$	349 \$ 21 083 036 \$	2,043 \$ 22 156 975 \$	2,023 \$	(4,670) \$ 21 823 684 \$	690 \$ 21 854 952 \$	0 \$ 22 592 022 \$	- \$ 22 473 306 \$	21 767 615 \$	- \$ 22 405 780 \$	21 526 541	\$ 1,033 \$ 242 991 599
	Other FERC/RTO Expenses: IMB Monthly Recoverable Expenses	L59	\$ 22.814.253 \$	21 083 036 \$	0.0 (20 cm) (10 cm) (20 cm)	ME SECTION SHOW I	and the second second second second		22 592 022 \$	INCOME NAME OF THE PARTY OF THE	21 767 615 S	22 405 780 \$	21 526 541	\$ 242 991 599
61 Monthly Principal Over Calculate Interest		L60 - L8	\$ 3549161 \$				(2 825 160) \$						(2 453 959)	\$ (36 257 456)
62 Balance Subject to Inte 63 Prio Period Interest Ad	erest fiustment		\$ 10,313,991 \$	12,611,321	11,754,596 \$ (2,922) \$	10,003,782	8,225,762 \$	2,717,504 \$	(5,839,316) \$	(14,769,499) \$	(21,439,067) \$	(24,435,376) \$	(26,553,156)	\$ (37,409,458)
64 Monthly Interest Over/ 65 Monthly Deferral Over/	(Under)		\$ 56 211 \$ \$ (3 605 372) \$	68 732 \$ (1 001 808) \$	61 140 \$ 2 722 849 \$	54 521 785 400	44 830 \$ 2 780 330 \$	14 810 \$ 8 266 206 \$	(31 824) \$ 8 894 069 \$	(80 494) \$ 9 014 966 \$	(116 843) \$ 4 360 520 \$	(133 173) \$ 1 648 428 \$	(144 715) 2 598 674	\$ (2,922) \$ (206 804) \$ 36 464 260
66 Cumulative NMB Princ	cipal Balance		\$ 10,307,335 \$ \$ 1,837,448 \$	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) 1 574 433	30 404 200
67 Cumulative NMB Intere 68 Deferral Ending Balance	est Balance ce - Regulatory Asset/(Liabi ity) 182155	-L65 + L1	\$ 1837448 \$ \$ 12,144,783 \$	1 906 180 \$ 13,146,591 \$	1 967 320 \$ 10,423,742 \$	2 021 841 \$ 9,638,342 \$	2 066 671 \$ 6,858,012 \$	2 081 481 \$ (1,408,194) \$	2 049 657 \$ (10,302,263) \$	1 969 163 \$ (19,317,229) \$	1 852 320 \$ (23,677,749) \$	1 719 148 \$ (25,326,176) \$		_
			80											50

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 Beginni Revenu	ing 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 Non-Ma	ues arket Based Rider (NMB) Revenues diusted NMB Revenues		\$ 9,241,419 \$ 9,241,419			12,170,841 \$ 12,170,841 \$	12,673,133 \$ 12,673,133 \$	15,361,467 \$ 15,361,467 \$	16,113,549 \$ 16,113,549 \$	16,667,058 \$ 16,667,058 \$			13,881,621 13,881,621	\$ 147,267,567 \$ 147,267,567
4 Monthly	y CAT Amount		\$ 24 028 \$ 24 028		32 204 \$ 32 204 \$	31 644 \$	32 950 \$ 32 950 \$	39 940 \$ 39 940 \$	41 895 \$	43 334 \$	37 818 \$ 37 818 \$	35 388 \$ 35 388 \$	36 092 36 092	
6 NMB R	djusted CAT Amount Revenues Excluding CAT	L3-L5	\$ 24 028 \$ 9,217,391 \$ 563 787	\$ 27 603 \$ 10,588,941 \$ 563 787	12.353,777 \$	31 644 \$ 12,139,197 \$ 563 787 \$	32 950 \$ 12,640,183 \$ 563 787 \$	39 940 \$ 15,321,528 \$ 563 787 \$	41 895 \$ 16,071,654 \$	43 334 \$ 16,623,724 \$ 563 787 \$	37 818 \$ 14,507,426 \$ 563 787 \$	35 388 \$ 13,575,321 \$ 563 787 \$	36 092 13,845,529 563 787	\$ 382 896 \$ 146,884,671 \$ 6 201 657
7 NMB R	Revenue Associated with amortization of Legacy RTEP expenses I/B Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6-L7	\$ 563 787 \$ 8 653 604	\$ 563 787 \$ 10 025 154	563 787 \$ 11 789 990 \$	563 787 \$ 11 575 410 \$	563 787 \$ 12 076 396 \$	563 787 \$ 14 757 741 \$	563 787 \$ 15 507 867 \$	563 787 \$ 16 059 937 \$	563 787 \$ 13 943 639 \$	563 787 \$ 13 011 534 \$	563 787 13 281 742	\$ 6 201 657 \$ 140 683 014
NITS &	k Other FERCIRTO Expenses: Expenses (507003)	(507003)	\$ 10,202,203	A DESCRIPTION OF THE PARTY OF T	and a supplementary of the	CONTRACTOR OF THE PARTY OF THE	9.900.622 \$		CONTRACTOR OF THE	10.235.752				\$ 109.800.557
10 PJM Int	tegration Costs - exclude from NITS Expenses	(30/003)	\$ -	\$ 6,211,465		(3,633) \$	(3,618) \$			(3,618) \$				\$ (32,622
MISO E	Exit Fees - exclude from NITS Expense	(507105)	\$ -	\$ -		(86,979) \$	(86,607) \$			(86,607) \$				\$ (780,952
42 Load R	Reconci lation for Reactive Services/Sch. 2 (507105) Reconci lation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		\$ 254,857	\$ 299,971	310,249 \$	308,876 \$	307,030 \$			301,524 \$				\$ 3,300,018
15 (50750) 14 Midwes	st Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP)	(507502)	\$ 50 465	\$ 175 080	96 373 \$	47 197 \$	142 610 \$	112 535 \$	124 636 \$	127 611 \$	60 555 \$	160 921 \$	68 001	\$ 1165984
	ses (507513) tegration Expenses (507514)	(507513) (507514)	\$ \$	\$ - \$ -	- S	- S	- \$ - \$	- S	- \$ - \$	- 3	- S	- S	2	\$ \$
16 MISO E	Exit Fee Expenses (507515) y Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507515) (507510)	s - 168,462	\$	- S 169,561 S	- \$ 169,437 \$	- \$ 168,910 \$	- \$ 164,093 \$	- S 158,091 S	164,203	- S	(77,992) \$ 163,941 \$	(78,327) 163,613	\$ (156,319 \$ 1,822,805
18 Non-Le	egacy RTEP Expenses (507509)	(507509)	\$ 826,183			668,189 \$	684,128 \$	663,736 \$	639,458 \$	664,184	663,517 \$		681,782	\$ 7,598,732
20 Meter C	ation Deactivation Charges (507007) Correction (506012)	(507007) (506012)	\$ 5,858	\$ - \$ (457)	(4,013) \$	1,525 \$	(2,419) \$	- \$ (1,155) \$	(1,640) \$	(3,113)	(3,994) \$	2,284 \$	(1,105)	\$ (8,229
Dalanci	ency Energy (506013) ing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	(506013)	s -	\$	- 5	- \$	- \$	- S	- \$	- 5	- \$	- \$	-	\$ -
(50700)		(507008) (570039)	\$ 7,548	\$ 37,424	44,225 \$	80,842 \$	40,709 \$	62,502 \$	96,972 \$	78,502	84,813	71,133 \$	44,487	\$ 649,155
24 PJM Cu	ustomer Defaut (508510)	(506510)	\$ 310 \$ 11 515 884	\$ 181 \$ 10 695 644	1,057 \$ 11 471 754 \$	1,042 \$ 11 446 421 \$	(2,411) \$ 11 128 955 \$	357 \$ 11 114 101 \$	0 \$ 11 072 216 \$	11 478 438	11 076 216 \$	- S 11 418 089 S	10 941 948	\$ 538 \$ 123 359 667
Prior P	ITS & Other FERC/RTO Expenses Period NITS & Other FERC/RTO Expense Adjustments:		\$ 11 515 884	\$ 10 090 044	114/1/04 \$	11 440 421 \$	11 128 900 \$	11 114 101 \$	11 0/2 216 \$	114/8438 \$	11 0/6 216 \$	11 418 089 \$	10 941 948	\$ 123 309 007
27 PJM Int	xpenses tegration Costs - exclude from NITS Expenses		\$ - \$ -	\$ - \$ -	- \$ (7 247) \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- 3	- S	- S		\$ \$ (7.247
	Exit Fees - exclude from NITS Expense Reconciliation for Reactive Services/Sch. 2		S -	s -	(173,488) \$	- \$	- \$	- 5	- \$	- 3	- 5	- 5		\$ (173,488
30 Load R	Reconcitation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		s -	\$ -	- 5	- \$	- \$	- \$	- 5	- 1	- S	- 5	197	s -
32 PJM Int	Expenses tegration Expenses		\$ -	\$ -	- 3	- \$	- \$	- 3	- \$	- 3	- 5	- 3	- 5	\$ -
33 MISO E 34 Legacy	Exit Fee Expenses y RTEP Expenses		\$ \$	\$ \$	- S	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- 3	- S	- \$ - \$	-	\$ - \$ -
35 Non-Le	egacy RTEP Expenses ation Deactivation Charges		S -	\$ -	- \$	- 5	- \$	- \$	- \$	- 3	- 5	- 5	1.5	\$ -
37 Meter C	Correction		\$ -	\$ -	- \$	- \$	- \$	- \$	- \$	- 3	- 5	- 5	197	\$ -
	ency Energy ing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		5 -	1.3 (F) (F)		- 3	- 3		- 3	- 3) =1 17 3	70 -10 10 - 10 10 -10 10 -10 10 10 10 10 10 10 10 10 10 10 10 10 10		•
	ng Period Congestion Up ift		\$ \$	\$ -	- 5	- S	- \$ - \$	- \$	- S	- 3	- S	- 5		\$ -
41 PJM Cu 42 Total Pr	ustomer Default Prior Period NITS & Other FERC/RTO Expense Adjustments		<u>s</u> -	\$ - \$ -	(180 735) S	- S	- S	- S	- S	- 9	- 5	- S		\$ - \$ (180 735
Adjuste	ted NITS & Other FERC/RTO Expenses:	L9 + L26	\$ 10,202,203	\$ 9,211,495		10,259,926 \$	9.900.622 S	9,898,191 \$	9,851,087 \$	10,235,752	9.892.779 S	10,215,309 \$	9.869.610	\$ 109,800,557
44 PJM Int	tegration 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
46 Load R	Exit Fees - exclude from NITS Expense Reconci lation for Reactive Services/Sch. 2	L11 + L28 L12 + L29	\$ 254 857	\$ 299 971	(260,095) \$ 310,249 \$	308 876 \$	(86,607) \$ 307 030 \$	304 455 \$	(86,607) \$ 293 838 \$	(86,607) \$ 301 524 \$	305 114 \$	309 606 \$	304 499	\$ (954,440 \$ 3 300 018
48 MTEP E	Reconci iation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 Expenses	L13 + L30 L14 + L31	\$ 50,465 \$	\$ 175,080 \$ -	98,373 \$	47,197 \$	142,610 \$	112,535 \$	124,636 \$	127,611	60,555 \$	160,921 \$	68,001	\$ 1,165,984 \$
49 PJM Int	tegration Expenses Exit Fee Expenses	L15 + L32 L16 + L33	\$	\$ - \$ -	- 5	- \$	- \$	- S	- \$	- 3	- 5	- \$ (77,992) \$	(78,327)	\$ - \$ (156,319
51 Legacy	y RTEP Expenses spacy RTEP Expenses	L17 + L34 L18 + L35	\$ 168,462 \$ 826,183		169,561 \$ 680,943 \$	169,437 \$ 668,189 \$	168,910 \$ 664,128 \$	164,093 \$ 663,736 \$	158,091 \$ 639,458 \$	164,203 \$ 664,184 \$	164,044 \$ 663,517 \$	163,941 \$ 663,111 \$	163,613 661,782	\$ 1,822,805 \$ 7,598,732
53 Genera	ation Deactivation Charges	L19 + L36	\$	\$	- 5	- \$	- 5	- 5	- \$	- \$	- \$	- 5	w/learn	\$
54 Meter C 55 Emerge	Correction ency Energy	L20 + L37 L21 + L38	\$ 5,858 \$ -	\$ (457) \$		1,525 \$ - \$	(2,419) \$	(1,155) \$ - \$	(1,640) \$ - \$	(3,113) \$	(3,994) \$	2,284 \$	(1,105)	\$ (8,229 \$ -
56 Balanci	ing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 7,548		44,225 \$	80,842 \$	40,709 \$	62,502 \$	96,972 \$	78,502	84,813 \$	71,133 \$	44,487	\$ 649,155
58 PJM Cu	ng Period Congestion Up ift ustomer Defau t	L23 + L40 L24 + L41	\$ 310	\$ - \$ 181	1,057 \$	- \$ 1,042 \$	(2,411) \$	- \$ 357 \$	- \$ 0 \$	- 3	- \$	- S	10 - 5	\$ 538 \$ 123 178 932
Recove	djusted NITS & Other FERC/RTO Expenses erable NITS & Other FERC/RTO Expenses:	SUM (L43- L58)	\$ 11 515 884			11 446 421 \$	11 128 955 \$	11 114 101 \$		11 478 438			10 941 948	
60 Total Ad 61 Monthly	djusted Rider NMB Monthly Recoverable Expenses y Principal Over/(Under)	L59 L60 - L8	\$ 11 515 884 \$ 2,862,280			11 446 421 \$ (128,988) \$	11 128 955 \$ (947,442) \$	11 114 101 \$ (3,643,640) \$	11 072 216 \$ (4,435,651) \$	11 478 438 \$ (4,581,498) \$	11 076 216 \$ (2,867,423) \$	11 418 089 \$ (1,593,445) \$	10 941 948 (2,339,794)	\$ 123 178 932 \$ (17,504,082
62 Balance	ate Interest e Subject to Interest		\$ 3,999,977	\$ 5,788,162	5,905,487 \$	5,622,192 \$	5,114,618 \$	2,846,952 \$	(1,177,178) \$	(5,692,168) \$	(9,447,651) \$	(11,729,575) \$	(13,760,121)	\$ (12,529,325
64 Monthly	eriod Interest Adjustment ly Interest Over/(Under)		\$ 21800	\$ - \$ 31 545	(1,481) \$ 30 704 \$	- \$ 30 641 \$	- \$ 27 875 \$	- \$ 15516 \$	- \$ (6 416) \$	(31 022) \$	(51 490) \$	(63 926) \$	(74 993)	\$ (1,481 \$ (69.766
65 Monthly	y Deferral Over(Under) ative NMB Principal Balance		\$ (2 884 080 \$ 5,245,181	\$ (702 035)	468 266 \$ 5,416,700 \$	98 348 \$ 5,287,712 \$	919 567 \$ 4,340,270 \$	3 628 124 \$ 696 630 \$	4 442 066 \$ (3,739,020) \$	4 612 521 \$ (8.320,519) \$	2 918 913 \$ (11,187,942) \$	1 657 372 \$	2 414 787 (15,121,181)	\$ 17 573 848
67 Cumula	ative NMB Interest Balance	105	\$ 207 736	\$ 239 282	269 986 \$	300 627 \$	328 501 \$	344 017 \$	337 601 \$	306 579 \$	255 089 \$	191 163 \$	116 171	_
	al Ending Balance - Regulatory Asset/(Liab lity) 182155	-L65 + L1	\$ 5452917	\$ 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) \$	(15 005 011)	3

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

l	Estimated (Over) / Order Confection as or r	January 2				
Lin			Actual Dries period	FORECAST	FORECAST	FORECAST
Line No.	Description	Source	Prior period Balance	Dec 2021	Jan 2022	Feb 2022
1	Beginning Balance - Regulatory Asset/(Liability) 182155 Revenues			\$ (28,777,227)	\$ (33,391,767)	(39,243,324)
2	Non-Market Based Rider (NMB) Revenues	-		\$ 37,058,696	\$ 37,928,259 \$	34,956,253
3	Total Adjusted NMB Revenues			\$ 37,058,696	\$ 37,928,259 \$	
4 5	Monthly CAT Amount Total Adjusted CAT Amount			\$ 96,353 \$ 96,353	\$ 98,613 \$ \$ 98 613 \$	
6	NMB Revenues Excluding CAT	L3 - L5		\$ 36,962,343		
7	NMB Revenue Associated with amortization of Legacy RTEP expenses	AND THE PARTY OF T		\$ 1,169,527		
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7		\$ 35,792,816	\$ 36,660,118 \$	33,695,839
9	NITS & Other FERC/RTO Expenses NITS Expenses (507003)	(507003)		\$ 27,539,277	\$ 27,449,989 \$	24,793,539
	PJM Integration Costs - exclude from NITS Expenses	(00.000)		\$ (9,617)		
	MISO Exit Fees - exclude from NITS Expense			\$ (230,224)		
000000	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ 819,000 \$ 238,000		
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502) Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507502) (507513)		The second of th	\$ 252,000 \$ \$ - \$	
	PJM Integration Expenses (507514)	(507514)			s - s	
	MISO Exit Fee Expenses (507515)	(507515)			s - s	
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510) Non-Legacy RTEP Expenses (507509)	(507510) (507509)			\$ 537,061 \$ \$ 1,676,904 \$	
19	Generation Deactivation Charges (507007)	(507007)			\$ 1,676,904 \$ \$ - \$	
20	Meter Correction (506012)	(506012)		1.050	s - s	-1
21	Emergency Energy (506013)	(506013)			- \$	200000000000000000000000000000000000000
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008) Planning Period Congestion Uplift (570039)	(507008) (570039)		\$ 269,000 \$ -	\$ 267,000 \$ \$ - \$	
	PJM Customer Default (506510)	(506510)		1952	s - s	1
25	Total NITS & Other FERC/RTO Expenses				\$ 31,005,955 \$	28,032,250
200	Prior Period NITS & Other FERC/RTO Expense Adjustments					
	NITS Expenses PJM Integration Costs - exclude from NITS Expenses			1.50	\$ - \$ \$ - \$	-
28	MISO Exit Fees - exclude from NITS Expense			17.53	5 - 5	-
	Load Reconciliation for Reactive Services/Sch. 2 (507105)				s - s	50
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1				s - s	E8
	MTEP Expenses PJM Integration Expenses			100	\$ - \$ \$ - \$	3
33	MISO Exit Fee Expenses				s - s	
34	Legacy RTEP Expenses			\$	s - s	
	Non-Legacy RTEP Expenses				\$ - \$	
36 37	Generation Deactivation Charges Meter Correction			1772	\$ - \$ \$ - \$	
38	Emergency Energy			1000	5 - 5	-
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services			100	s - s	
40	Planning Period Congestion Uplift PJM Customer Default			1000	\$ - \$ \$ - \$	
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments			\$ 414,815		
	Adjusted NITS & Other FERC/RTO Expenses					
	NITS Expenses	L9 + L26		\$ 27,539,277		
	PJM Integration Costs - exclude from NITS Expenses MISO Exit Fees - exclude from NITS Expense	L10 + L27 L11 + L28		\$ (9,617) \$ (230,224)		
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29			\$ 823,000 \$	
	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$ 238,000	\$ 252,000 \$	
48	MTEP Expenses P.IM Integration Expenses	L14 + L31		7.75	\$ - \$	-
49 50	PJM Integration Expenses MISO Exit Fee Expenses	L15 + L32 L16 + L33		A 400 (CONTROL OF THE CONTROL OF THE	\$ - \$ \$ - \$	=
51	Legacy RTEP Expenses	L17 + L34		\$ 456,623	Sil communication Miles	485,088
	Non-Legacy RTEP Expenses	L18 + L35		\$ 1,846,955		
53 54	Generation Deactivation Charges Meter Correction	L19 + L36 L20 + L37		\$ - \$ -	5 - \$	21
	Emergency Energy	L20 + L37		S -	S - S	-
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39		\$ 269,000	\$ 267,000 \$	267,000
57	Planning Period Congestion Uplift	L23 + L40		S -	s - s	·
2.588.34	PJM Customer Default Total Adjusted NITS & Other FERC/RTO Expenses	L24 + L41 SUM (L43-			\$ - \$ \$ 31 005 955 \$	
33	Recoverable NITS & Other FERC/RTO Expenses	OUNI (L43		9 31 343 023	A 21002 202 A	20 032 230
	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		\$ 31 343 829		
61	Monthly Principal Over/(Under)	L60 - L8		\$ (4,448,987)	\$ (5,654,163) \$	(5,663,590)
62	Calculate Interest Balance Subject to Interest			\$ (31,001,721)	\$ (36,218,849) \$	(42,075,118)
63	Prio Period Interest Adjustment			\$ 3,406		
64	Monthly Interest Over/(Under)			\$ (165,553)	\$ (197,393) \$	(229,309)
65	Monthly Deferral Over/(Under)		e /22.042.000	\$ 4,614,540		
66	Cumulative NMB Principal Balance Cumulative NMB Interest Balance		\$ (33,043,899) \$ 4,266,672			
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1				
				-		

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

Page 2 of 5

	Estimated (Over) / Order Conection as or r	-Diamij L	-,			
1000000			Actual	FORECAST	FORECAST	FORECAST
Line No.	Description	Source	Prior Period Balances	Dec 2021	Jan 2022	Feb 2022
NO.	резсприон	Source	Daldifices	2021	2022	2022
1	Beginning Balance - Regulatory Asset/(Liability) 182155			\$ (27,924,850)	\$ (29,053,590) \$	(31,060,797)
2	Revenues Non-Market Based Rider (NMB) Revenues			£ 24.700.674	25 050 050 @	24 000 024
3	Total Adjusted NMB Revenues			\$ 24,790,571 S \$ 24,790,571		24,000,824 24,000,824
4	Monthly CAT Amount			\$ 64,455		62,402
5	Total Adjusted CAT Amount			\$ 64 455		
6 7	NMB Revenues Excluding CAT NMB Revenue Associated with amortization of Legacy RTEP expenses	L3 - L5		\$ 24,726,116 \$ \$ 900,652		
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7		\$ 23,825,464		
ŭ	NITS & Other FERC/RTO Expenses	20 21		20,020,101	21,000,000	20,001,110
9	NITS Expenses (507003)	(507003)		\$ 20,109,357		18,549,183
	PJM Integration Costs - exclude from NITS Expenses			\$ (7,089) \$ \$ (169,708) \$		B) (1)
	MISO Exit Fees - exclude from NITS Expense Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ (169,708) \$ \$ 600,000		556,000
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$ 181,000		170,000
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)		\$ - :		
	PJM Integration Expenses (507514)	(507514)			- \$	-0
16 17	MISO Exit Fee Expenses (507515) Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507515) (507510)		\$ - : \$ 333,344	5 - \$ 5 401,800 \$	362,916
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$ 1,348,316		1,133,159
19	Generation Deactivation Charges (507007)	(507007)		\$	- \$	-
20	Meter Correction (506012)	(506012)		\$ -		20
21	Emergency Energy (506013) Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(506013) (507008)		\$ - 3 \$ 148,000	5 - \$ 5 149,000 \$	149,000
	Planning Period Congestion Uplift (570039)	(570039)		\$ 140,000	N	149,000
	PJM Customer Default (506510)	(506510)		s -	200	-
25	Total NITS & Other FERC/RTO Expenses	21		\$ 22,543,220	23,146,965 \$	20,920,259
26	Prior Period NITS & Other FERC/RTO Expense Adjustments			s - :	s - s	21
	NITS Expenses PJM Integration Costs - exclude from NITS Expenses			198	- 5	= 1
28	MISO Exit Fees - exclude from NITS Expense			1/33	- \$	-0
100000	Load Reconciliation for Reactive Services/Sch. 2 (507105)				- \$	50
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1				- \$	78
	MTEP Expenses PJM Integration Expenses			1000	5 - \$ 5 - \$	3
33	MISO Exit Fee Expenses			\$ 305,844	70	28
34	Legacy RTEP Expenses			\$	- \$	=0
	Non-Legacy RTEP Expenses				- \$	=0
36 37	Generation Deactivation Charges Meter Correction			1557	5 - \$ 5 - \$	51
38	Emergency Energy			1.00	- \$	78
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services			\$ - :	- \$	21
40	Planning Period Congestion Uplift			\$ -		20
41	PJM Customer Default Total Prior Period NITS & Other FERC/RTO Expense Adjustments			\$ - S \$ 305,844	5 - \$ 5 - \$	
42	Adjusted NITS & Other FERC/RTO Expenses			\$ 303,044	- •	
43	NITS Expenses	L9 + L26		\$ 20,109,357	20,536,596 \$	18,549,183
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27		\$ (7,089)		31
0.000	MISO Exit Fees - exclude from NITS Expense	L11 + L28 L12 + L29		\$ (169,708) \$ \$ 600,000		-
46 47	Load Reconciliation for Reactive Services/Sch. 2 (507105) Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L12 + L29		\$ 600,000 S \$ 181,000 S		556,000 170,000
48	MTEP Expenses	L14 + L31		\$ -	10 2 3 1	
	PJM Integration Expenses	L15 + L32		\$ - :	- \$	=0
50 51	MISO Exit Fee Expenses	L16 + L33 L17 + L34		\$ 305,844 \$ 333,344	Transmira Comm. Mills	362.916
200	Legacy RTEP Expenses Non-Legacy RTEP Expenses	L17 + L34 L18 + L35		\$ 1,348,316		1,133,159
	Generation Deactivation Charges	L19 + L36		\$ - :	TO THE PROPERTY OF THE PROPERT	-,
54	Meter Correction	L20 + L37		s - :	- \$	20
2000	Emergency Energy Relancing Operating Reserves Relancing Operating Reserve for Load Response and Reactive Services	L21 + L38		\$ - 3		140,000
56 57	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services Planning Period Congestion Uplift	L22 + L39 L23 + L40		\$ 148,000 \$ -	149,000 \$	149,000
	PJM Customer Default	L24 + L41		\$ -	- \$	50 50 to
5 CHARGO	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43-				
33		L58)		\$ 22,849,063	23,146,965 \$	20,920,259
60	Recoverable NITS & Other FERC/RTO Expenses Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		\$ 22,849,063	23,146,965 \$	20,920,259
	Monthly Principal Over/(Under)	L60 - L8		\$ (976,400)		
	Calculate Interest			The second contract of		
	Balance Subject to Interest			\$ (28,413,050)		(32,119,552)
	Prio Period Interest Adjustment Monthly Interest Over/(Under)			\$ 2,511 S \$ (152,340) S		(175,052)
	Monthly Deferral Over/(Under)			\$ (152,340) \$		2 292 563
66	Cumulative NMB Principal Balance		\$ (29,499,283)			
67	Cumulative NMB Interest Balance	105	\$ 1574433	\$ 1422 093	1 258 726 \$	1 083 675
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

	Estimated (Over) / Order Conection as of February 25, 2022									
Line		T	Actual Prior Period	FORECAST Dec	FORECAST Jan	FORECAST Feb				
No.	Description	Source	Balances	2021	2022	2022				
1	Beginning Balance - Regulatory Asset/(Liability) 182155 Revenues			\$ (15,005,011)	\$ (15,916,878)	(17,255,631)				
2	Non-Market Based Rider (NMB) Revenues	-		\$ 13,029,376	\$ 13,307,990 \$	11,975,110				
3	Total Adjusted NMB Revenues			\$ 13,029,376	\$ 13,307,990 \$	11,975,110				
5	Monthly CAT Amount Total Adjusted CAT Amount			\$ 33,876 \$ 33,876						
6	NMB Revenues Excluding CAT	L3 - L5		\$ 12,995,500						
7	NMB Revenue Associated with amortization of Legacy RTEP expenses	9700 8500 9700 8500		\$ 563,787	\$ 563,787 \$	563,787				
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses NITS & Other FERC/RTO Expenses	L6 - L7		\$ 12,431,713	\$ 12,709,602	11,380,188				
9	NITS Expenses (507003)	(507003)		\$ 10,198,597	\$ 10,171,612	9,187,263				
10	PJM Integration Costs - exclude from NITS Expenses			\$ (3,618)						
11	MISO Exit Fees - exclude from NITS Expense Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ (86,607) \$ 303,000						
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$ 109,000	\$ 93,000					
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)		\$ -	\$ - \$					
15 16	PJM Integration Expenses (507514) MISO Exit Fee Expenses (507515)	(507514) (507515)		\$ - \$ -	\$ - S					
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)		\$ 169,066	\$ 199,008					
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$ 683,842	\$ 621,378	561,245				
19	Generation Deactivation Charges (507007) Meter Correction (506043)	(507007) (506012)		\$	\$ - \$ \$ - \$					
21	Meter Correction (506012) Emergency Energy (506013)	(506012)		\$ -	\$ - 3					
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)		\$ 73,000	\$ 71,000 \$	(5)				
23	Planning Period Congestion Uplift (570039)	(570039)		\$ -	\$ - S					
25	PJM Customer Default (506510) Total NITS & Other FERC/RTO Expenses	(506510)		\$ 11,446,280	\$ 11,460,999					
	Prior Period NITS & Other FERC/RTO Expense Adjustments									
	NITS Expenses PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ - S					
28	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ - 5					
29	Load Reconciliation for Reactive Services/Sch. 2 (507105)			\$ -	\$ - 9					
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 MTEP Expenses			\$ -	\$ - \$ \$ - \$	9.0				
	PJM Integration Expenses			\$	\$ - 3	(1)				
33	MISO Exit Fee Expenses			\$ 156,319	\$ - 9					
34	Legacy RTEP Expenses Non-Legacy RTEP Expenses			\$ - \$	\$ - S					
36	Generation Deactivation Charges			\$ -	\$ - 5					
37	Meter Correction			\$ -	\$ - 9					
38	Emergency Energy Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services			\$ \$	\$ 3					
40	Planning Period Congestion Uplift			\$ -	\$ - 5					
41	PJM Customer Default			\$ -	\$ - 9					
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments Adjusted NITS & Other FERC/RTO Expenses			\$ 156,319	\$ - \$	-				
	NITS Expenses	L9 + L26		\$ 10,198,597						
	PJM Integration Costs - exclude from NITS Expenses MISO Exit Fees - exclude from NITS Expense	L10 + L27 L11 + L28		\$ (3,618) \$ (86,607)						
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29		\$ 303,000	\$ 305,000					
	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$ 109,000	\$ 93,000 \$	500 200 200				
48 49	MTEP Expenses PJM Integration Expenses	L14 + L31 L15 + L32		S -	\$ - \$ \$ - \$	-				
50	MISO Exit Fee Expenses	L16 + L33		\$ 156,319	\$ - 5	50.0				
51	Legacy RTEP Expenses	L17 + L34		\$ 169,066						
	Non-Legacy RTEP Expenses Generation Deactivation Charges	L18 + L35 L19 + L36		\$ 683,842 \$ -	\$ 621,378 \$ \$ -	A CONTRACTOR OF STREET				
54	Meter Correction	L20 + L37		\$ -	\$ - 5					
ATTENDED IN	Emergency Energy	L21 + L38		\$ -	\$ - 5					
56 57	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services Planning Period Congestion Uplift	L22 + L39 L23 + L40		\$ 73,000 \$ -	\$ 71,000 \$ \$ - \$	71,000				
58	PJM Customer Default	L24 + L41		\$ -	\$ - 5	- B				
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43 L58)		\$ 11,602,599	\$ 11,460,999	10,359,257				
60	Recoverable NITS & Other FERC/RTO Expenses Total Adjusted Didar NMR Monthly Decourable Expenses	150		£ 44.000.000	E 44 400 000 0	10.250.257				
60	Total Adjusted Rider NMB Monthly Recoverable Expenses Monthly Principal Over/(Under)	L59 L60 - L8		\$ 11,602,599 \$ (829,114)						
	Calculate Interest			Maria de la companiona dela companiona del companiona del companiona del companiona del com	50000 100 000	A12. 10 10				
	Balance Subject to Interest	- 1		\$ (15,419,568)	Section of the sectio	and the same of th				
	Prio Period Interest Adjustment Monthly Interest Over/(Under)	I		\$ 1,283 \$ (82,754)						
65	Monthly Deferral Over/(Under)			\$ 911 868	\$ 1338753	1 117 756				
66	Cumulative NMB Principal Balance		\$ (15,121,181)							
67 68	Cumulative NMB Interest Balance Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ 116 171 \$ (15,005,011)	\$ 33 417 \$ (15,916,878)						
00	,,	200 - 21	(10,000,011)	+ (10,010,010)	+ (,200,001)	(10,010,000)				

Case No. 21-1225-EL-RDR

Ohio Edison Company

The Cleveland Electric Illuminating Company

The Toledo Edison Company

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

Exhibit C

Page 4 of 5

	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	940,973,353	954,938,585	837,102,679	kWh	\$ 0.021572	\$/kWh	\$	20,298,677	\$ 2	20,599,935	\$	18,057,979	
1	GS	1,391,840	1,501,956	1,427,128	kW	\$ 6.5425	\$/kW	\$	9,106,116	\$	9,826,545	\$	9,336,984	
1	GP	520,592	469,497	482,812	kW	\$ 7.0054	\$/kW	\$	3,646,952	\$	3,289,011	\$	3,382,291	
1	GSU	158,827	157,400	154,934	k∀a	\$ 5.9977	\$/kVa	\$	952,596	\$	944,040	\$	929,247	
1	GT	459,277	491,752	488,978	k∀a	\$ 6.6161	\$/kVa	\$	3,038,623	\$	3,253,477	\$	3,235,126	
1	LTG ¹	796,099	771,787	740,155	kWh	\$ 0.019761	\$/kWh	\$	15,732	\$	15,251	\$	14,626	
								\$	37,058,696	\$ 3	37,928,259	\$	34,956,253	
CE	RS	522,643,986	547,420,803	464,696,045	kWh	\$ 0.022546	\$/kWh	\$	11,783,531	\$ 1	12,342,149	\$	10,477,037	
	GS	1,282,743	1,380,099	1,342,751	kW	\$ 6.2366	\$/kW	\$	7,999,954	\$	8,607,123	\$	8,374,200	
1	GP	65,530	61,575	76,307	kW	\$ 7.6816	\$/kW	\$	503,374	\$	472,998	\$	586,158	
ı	GSU	527,086	530,395	544,744	kW	\$ 7.2258	\$/kW	\$	3,808,616	\$	3,832,527	\$	3,936,214	
ı	GT	205,981	208,182	185,605	k∀a	\$ 3.3001	\$/kVa	\$	679,759	\$	687,022	\$	612,515	
1	LTG1	923,304	1,031,307	884,958	kWh	\$ 0.016611	\$/kWh	\$	15,337	\$	17,131	\$	14,700	
								\$	24,790,571	\$ 2	25,958,950	\$	24,000,824	
TE	RS	252,098,696	265,743,730	220,834,473	kWh	\$ 0.024019	\$/kWh	\$	6,055,159	\$	6,382,899	\$	5,304,223	
	GS	412,380	419,941	429,318	kW	\$ 6.5000	\$/kW	\$	2,680,470	\$	2,729,614	\$	2,790,569	
ı	GP	232,128	202,828	201,991	kW	\$ 6.0130	\$/kW	\$	1,395,785	\$	1,219,602	\$	1,214,571	
1	GSU	3,269	3,190	2,654	k∀a	\$ 5.9972	\$/kVa	\$	19,604	\$	19,132	\$	15,917	
1	GT	370,544	380,667	341,135	k∀a	\$ 7.7620	\$/kVa	\$	2,876,162	\$	2,954,737	\$	2,647,894	
1	LTG ¹	175,223	160,003	154,461	kWh	\$ 0.012535	\$/kWh	\$	2,196	\$	2,006	\$	1,936	
1								\$	13,029,376	\$ 1	13,307,990	\$	11,975,110	

- 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

Exhibit C Page 5 of 5

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	\$ 27,539,277	\$	27,449,989	\$	24,793,539
	CE	507003	\$ 20,109,357	\$	20,536,596	\$	18,549,183
	TE	507003	\$ 10,198,597	\$	10,171,612	\$	9,187,263
	Total		\$ 57,847,231	\$	58,158,197	\$	52,529,985
PJM Ancillaries - Sch 2 Reactive	OE	507105	\$ 819,000	\$	823,000	\$	744,000
	CE	507105	\$ 600,000	\$	616,000	\$	556,000
	TE	507105	\$ 303,000	\$	305,000	\$	276,000
	Total		\$ 1,722,000	\$	1,744,000	\$	1,576,000
Schedule 1A - Scheduling and	OE	507502	\$ 238,000	\$	252,000	\$	228,000
Dispatch	CE	507502	\$ 181,000	\$	189,000	\$	170,000
2000.*	TE	507502	\$ 109,000	\$	93,000	\$	84,000
	Total		\$ 528,000	\$	534,000	\$	482,000
Non-Legacy RTEP Expenses	OE	507509	\$ 1,846,955	\$	1,676,904	\$	1,514,623
	CE	507509	\$ 1,348,316	10.00	1,254,569	\$	1,133,159
	TE	507509	\$ 683,842	\$	621,378	\$	561,245
	Total	001000	\$ 3,879,113	_	3,552,851	_	3,209,027
Legacy RTEP Expenses	OE	507510	\$ 456,623	\$	537,061	\$	485,088
Logacy TTEI Expenses	CE	507510	\$ 333,344	\$	401,800	\$	362,916
	TE	507510	\$ 169.066	\$	199,008	\$	179,750
	Total	007010	\$ 959,033		1,137,870	\$	1,027,754
Generation Deactivation Charges	OE	507007	\$ 120	\$		\$	_
Ocheration Deactivation Charges	CE	507007	\$ -	\$	_	\$	y = 0;
	TE	507007	\$ 1000	\$		\$	2002
	Total	007007	\$ (I=0)	\$	-	\$	1-1
PJM Customer Default	OE	506510	\$ 721	\$	2	\$	X <u>2</u> 3
. om oddionio. Doladii	CE	506510	\$ n=0	\$	-	\$	e=e
	TE	506510	\$ 3-A	\$	_	\$	0-2
	Total	000010	\$ ()•()	\$	-	\$	[-]
Meter Correction	OE	506012	\$ n=0	\$	_	\$	u−0:
	CE	506012	\$ -	\$	-	\$	10-100 10-100
	TE	506012	\$ -	\$	-	\$	9=3
	Total		\$ (40)	\$	=	\$	(F=1)
Emergency Energy	OE	506013	\$ 11 - 01	\$	_	\$	6 - 6
3,	CE	506013	\$ ·	\$	-	\$	9-9
	TE	506013	\$ -	\$	-	\$	946
	Total		\$ (<u>-</u>)	\$	=	\$	1.2
Balancing Operating Reserves,	OE	507008	\$ 269,000	\$	267,000	\$	267,000
Balancing Operating Reserve for	CE	507008	\$ 148,000		149,000		149,000
Load Response and Reactive	TE	507008	\$ 73,000	\$	71,000	\$	71,000
Services	Total		\$ 490,000	\$	487,000	\$	487,000
Planning Period Congestion Uplift	OE	570039	\$ 95.8	\$	-	\$	N a n
5	CE	570039	\$ 5-3	\$	-	\$	8-16
	TE	570039	\$ 723	\$	<u> </u>	\$	620
	Total		\$ -	\$	8	\$	(•)
Total NMB Expense	OE		\$ 31,168,855	\$	31,005,955	\$	28,032,250
771	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

This foregoing document was electronically filed with the Public Utilities Commission of Ohio Docketing Information System on

2/25/2022 3:34:28 PM

in

Case No(s). 21-1225-EL-RDR, 89-6006-EL-TRF

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