

February 25, 2022

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

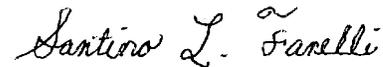
SUBJECT: Case Nos. 21-1225-EL-RDR
89-6008-EL-TRF

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 The Toledo 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 89-6008-EL-TRF, and provide two copies to the Staff. Thank you.

Sincerely,



Santino L. Fanelli
Director, Rates & Regulatory Affairs

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, 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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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)	1.8322¢
GS* (per kW of Billing Demand)	\$4.0094
GP* (per kW of Billing Demand)	\$4.7044
GSU (per kVa of Billing Demand)	\$5.3764
GT (per kVa of Billing Demand)	\$5.8710
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	0.8229¢
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,

before

The Public Utilities Commission of Ohio

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

OHIO EDISON										
		Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	Typical Bill Adjustment (D)	Total Allocated Balance (E) = (C) + (D)	CAT Tax (F) = (E) * 0.26% / (1-0.26%)	Revenue Requirement (G) = (E) + (F)	Billing Units (H)		NMB Rates (I) = (G) / (H)
Revenue Requirement (Before CAT Tax) 12 months ending Feb-23 (A)	RS	49.38%	\$ 160,630,431	\$ -	\$ 160,630,431	\$ 418,728	\$ 161,049,159	9,209,083,747 kWh		\$ 0.017488 per kWh
	GS	29.64%	\$ 96,424,165	\$ -	\$ 96,424,165	\$ 251,356	\$ 96,675,521	22,338,047 kW		\$ 4.3278 per kW
	GP	9.60%	\$ 31,231,707	\$ -	\$ 31,231,707	\$ 81,414	\$ 31,313,121	6,336,420 kW		\$ 4.9418 per kW
	GSU	2.77%	\$ 9,023,454	\$ -	\$ 9,023,454	\$ 23,522	\$ 9,046,976	2,034,285 kVa		\$ 4.4473 per kVa
	GT	8.56%	\$ 27,829,240	\$ 5,903,936	\$ 33,733,176	\$ 87,935	\$ 33,821,111	6,144,699 kVa		\$ 5.5041 per kVa
	TRF	0.04%	\$ 139,709	\$ -	\$ 139,709	\$ 364	\$ 140,073	13,975,855 kWh		\$ 0.010022 per kWh
\$ 325,278,706										
CLEVELAND ELECTRIC ILLUMINATING COMPANY										
		Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	Typical Bill Adjustment (D)	Total Allocated Balance (E) = (C) + (D)	CAT Tax (F) = (E) * 0.26% / (1-0.26%)	Revenue Requirement (G) = (E) + (F)	Billing Units (H)		NMB Rates (I) = (G) / (H)
Revenue Requirement (Before CAT Tax) 12 months ending Feb-23 (A)	RS	41.65%	\$ 102,344,598	\$ -	\$ 102,344,598	\$ 266,790	\$ 102,611,388	5,416,672,352 kWh		\$ 0.018944 per kWh
	GS	37.31%	\$ 91,663,399	\$ -	\$ 91,663,399	\$ 238,946	\$ 91,902,345	19,616,253 kW		\$ 4.6850 per kW
	GP	2.19%	\$ 5,379,279	\$ -	\$ 5,379,279	\$ 14,023	\$ 5,393,301	825,103 kW		\$ 6.5365 per kW
	GSU	14.86%	\$ 36,512,147	\$ 1,506,397	\$ 38,018,544	\$ 99,106	\$ 38,117,650	6,390,248 kW		\$ 5.9650 per kW
	GT	3.93%	\$ 9,652,843	\$ -	\$ 9,652,843	\$ 25,163	\$ 9,678,006	2,994,259 kVa		\$ 3.2322 per kVa
	TRF	0.06%	\$ 153,487	\$ -	\$ 153,487	\$ 400	\$ 153,887	16,470,666 kWh		\$ 0.009343 per kWh
\$ 245,705,753										
TOLEDO EDISON										
		Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	Typical Bill Adjustment (D)	Total Allocated Balance (E) = (C) + (D)	CAT Tax (F) = (E) * 0.26% / (1-0.26%)	Revenue Requirement (G) = (E) + (F)	Billing Units (H)		NMB Rates (I) = (G) / (H)
Revenue Requirement (Before CAT Tax) 12 months ending Feb-23 (A)	RS	39.84%	\$ 45,987,865	\$ -	\$ 45,987,865	\$ 119,880	\$ 46,107,746	2,516,575,719 kWh		\$ 0.018322 per kWh
	GS	22.83%	\$ 26,351,309	\$ -	\$ 26,351,309	\$ 68,692	\$ 26,420,001	6,589,457 kW		\$ 4.0094 per kW
	GP	11.27%	\$ 13,003,367	\$ -	\$ 13,003,367	\$ 33,897	\$ 13,037,264	2,771,312 kW		\$ 4.7044 per kW
	GSU	0.25%	\$ 284,562	\$ -	\$ 284,562	\$ 742	\$ 285,303	53,066 kVa		\$ 5.3764 per kVa
	GT	25.80%	\$ 29,773,431	\$ 6,356,727	\$ 36,130,158	\$ 94,183	\$ 36,224,341	6,170,095 kVa		\$ 5.8710 per kVa
	TRF	0.01%	\$ 17,118	\$ -	\$ 17,118	\$ 45	\$ 17,163	2,085,641 kWh		\$ 0.008229 per kWh
\$ 115,417,652										

Note(s):

- 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

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

OHIO EDISON	Total Thru February 2019	June 2018 through February 2019	Prior to June 2018
Legacy RTEP costs incurred			
Actual Legacy RTEP Costs through Nov. 2018	\$102,749,982	\$2,994,749	\$99,755,233
Estimated Legacy RTEP Costs Dec. 2018 - Feb. 2019	\$1,318,295	\$1,318,295	\$0
Total Legacy RTEP costs incurred	\$104,068,276	\$4,313,044	\$99,755,233
RTEP costs refunded to the Companies by PJM	(\$57,652,252)	\$0	(\$57,652,252)
Remaining Legacy RTEP costs to be recovered in Rider NMB	\$46,416,025	\$4,313,044	\$42,102,981
Interest Rate		0.00%	0.00%
Months		12	36
Monthly Amortization		\$359,420	\$ 1,169,527
Annual Amortization		\$4,313,044	\$ 14,034,327
CLEVELAND ELECTRIC ILLUMINATING COMPANY	Total Thru February 2019	June 2018 through February 2019	Prior to June 2018
Legacy RTEP costs incurred			
Actual Legacy RTEP Costs through Nov. 2018	\$78,616,682	\$2,223,476	\$76,393,206
Estimated Legacy RTEP Costs Dec. 2018 - Feb. 2019	\$999,973	\$999,973	\$0
Total Legacy RTEP costs incurred	\$79,616,654	\$3,223,449	\$76,393,206
RTEP costs refunded to the Companies by PJM	(\$43,969,744)	\$0	(\$43,969,744)
Remaining Legacy RTEP costs to be recovered in Rider NMB	\$35,646,911	\$3,223,449	\$32,423,462
Interest Rate		0.00%	0.00%
Months		12	36
Monthly Amortization		\$268,621	\$ 900,652
Annual Amortization		\$3,223,449	\$ 10,807,821
TOLEDO EDISON	Total Thru February 2019	June 2018 through February 2019	Prior to June 2018
Legacy RTEP costs incurred			
Actual Legacy RTEP Costs through Nov. 2018	\$40,250,300	\$1,123,088	\$39,127,212
Estimated Legacy RTEP Costs Dec. 2018 - Feb. 2019	\$506,092	\$506,092	\$0
Total Legacy RTEP costs incurred	\$40,756,392	\$1,629,180	\$39,127,212
RTEP costs refunded to the Companies by PJM	(\$18,830,882)	\$0	(\$18,830,882)
Remaining Legacy RTEP costs to be recovered in Rider NMB	\$21,925,510	\$1,629,180	\$20,296,330
Interest Rate		0.00%	0.00%
Months		12	36
Monthly Amortization		\$135,765	\$ 563,787
Annual Amortization		\$1,629,180	\$ 6,765,444

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

Note(s):

1 - Source: Forecast as of February 2022 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	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

Expected March 2021 Pilot Participants - Annual Billing Demand

Line		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

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	\$ 26,650,920	\$ 23,708,727	\$ 22,826,411	\$ 19,405,980	\$ 8,391,627	\$ (1,875,400)	\$ (14,198,501)	\$ (20,630,490)	\$ (23,105,072)	
Revenues														
2	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
3	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
4	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
5	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
6	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
7	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	\$ 12,804,800
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
NITS & Other FERC/RTO Expenses:														
9	NITS Expenses (507003)	(507003)	\$ 27,335,118	\$ 24,689,435	\$ 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
10	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ (9,618)	\$ (9,625)	\$ (9,617)	\$ (9,625)	\$ (9,617)	\$ (9,617)	\$ (9,625)	\$ (9,617)	\$ (9,625)	\$ (86,584)
11	MISO 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)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ 861,332	\$ 802,997	\$ 825,039	\$ 823,492	\$ 826,435	\$ 816,404	\$ 818,594	\$ 806,673	\$ 819,333	\$ 832,203	\$ 822,429	\$ 8,874,929
13	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
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 451,447	\$ 450,936	\$ 452,648	\$ 451,735	\$ 452,920	\$ 440,015	\$ 440,285	\$ 439,567	\$ 440,500	\$ 440,660	\$ 441,893	\$ 4,902,808
18	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
19	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	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)
21	Emergency Energy (506013)	(506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	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
23	Planning Period Congestion Uplift (570039)	(570039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)	\$ 808	\$ 470	\$ 2,752	\$ 2,096	\$ (8,255)	\$ 927	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ 1,397
25	Total NITS & Other FERC/RTO 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
Prior Period NITS & Other FERC/RTO Expense Adjustments:														
26	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ (19,310)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (19,310)
28	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ (462,277)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (462,277)
29	Load Reconciliation for Reactive Services/Sch. 2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		\$ -	\$ -	\$ (481,588)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (481,588)
Adjusted NITS & Other FERC/RTO Expenses:														
43	NITS Expenses	L9 + L26	\$ 27,335,118	\$ 24,689,435	\$ 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
44	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)
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ -	\$ -	\$ (962,522)	\$ (230,413)	\$ (230,224)	\$ (230,413)	\$ (230,224)	\$ (230,224)	\$ (230,413)	\$ (230,224)	\$ (230,413)	\$ (2,535,073)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 861,332	\$ 802,997	\$ 825,039	\$ 823,492	\$ 826,435	\$ 816,404	\$ 818,594	\$ 806,673	\$ 819,333	\$ 832,203	\$ 822,429	\$ 8,874,929
47	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
48	MTEP Expenses	L14 + L31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
51	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	\$ 4,902,808
52	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
53	Generation Deactivation Charges	L19 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	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)
55	Emergency Energy	L21 + L38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
56	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
57	Planning Period Congestion Uplift	L23 + L40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41	\$ 808	\$ 470	\$ 2,752	\$ 2,096	\$ (8,255)	\$ 927	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ 1,397
59	Total 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	\$ 29,549,278	\$ 331,409,956
Recoverable NITS & Other FERC/RTO Expenses:														
60	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	\$ 331,409,956
61	Monthly Principal Over/(Under)	L60 - L8	\$ 4,394,782	\$ 2,617,132	\$ (3,084,132)	\$ (1,008,780)	\$ (3,535,201)	\$ (10,284,825)	\$ (10,284,825)	\$ (12,279,329)	\$ (6,337,338)	\$ (2,355,726)	\$ (5,531,160)	\$ (48,494,473)
Calculate Interest														
62	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
63	Prior Period Interest Adjustment		\$ -	\$ -	\$ (9,953)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (9,953)
64	Monthly Interest Over/(Under)		\$ 117,667	\$ 137,416	\$ 132,939	\$ 126,464	\$ 114,771	\$ 75,543	\$ 17,708	\$ (43,883)	\$ (94,651)	\$ (118,856)	\$ (140,995)	\$ 324,323
65	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
66	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)	\$ (18,819,875)	\$ (25,157,012)	\$ (27,512,738)	\$ (33,043,899)	\$ -
67	Cumulative NMB Interest Balance		\$ 4,060,016	\$ 4,197,432	\$ 4,330,371	\$ 4,456,834	\$ 4,571,805	\$ 4,647,148	\$ 4,664,856	\$ 4,621,173	\$ 4,526,522	\$ 4,407,667	\$ 4,286,872	\$ -
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	L65 + L1	\$ 23,905,372	\$ 26,650,920	\$ 23,708,727	\$ 22,826,411	\$ 19,405,980	\$ 8,391,62						

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	\$ 6,858,012	\$ (1,408,194)	\$ (10,302,263)	\$ (19,317,229)	\$ (23,677,749)	\$ (25,326,176)	
2	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
3	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
4	Monthly CAT Amount		\$ 52,668	\$ 54,574	\$ 67,363	\$ 63,173	\$ 66,602	\$ 80,906	\$ 84,342	\$ 84,221	\$ 70,153	\$ 64,705	\$ 64,680	\$ 753,766
5	Total Adjusted CAT Amount		\$ 52,668	\$ 54,574	\$ 67,363	\$ 63,173	\$ 66,602	\$ 80,906	\$ 84,342	\$ 84,221	\$ 70,153	\$ 64,705	\$ 64,680	\$ 753,766
6	NMB Revenues Excluding CAT	L3 - L5	\$ 20,165,743	\$ 21,050,911	\$ 25,841,616	\$ 24,234,007	\$ 25,549,496	\$ 31,036,620	\$ 32,354,919	\$ 32,308,429	\$ 26,911,943	\$ 24,821,657	\$ 24,881,152	\$ 289,156,224
7	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	\$ 9,007,169
8	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
9	NITS & Other FERC/RTO Expenses:													
9	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	\$ 19,465,789	\$ 20,108,909	\$ 19,460,668	\$ 216,924,853
10	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ (7,000)	\$ (7,098)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (63,837)
11	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ (169,728)	\$ (169,920)	\$ (169,708)	\$ (169,200)	\$ (169,708)	\$ (169,708)	\$ (169,920)	\$ (169,708)	\$ (169,920)	\$ (1,528,240)
12	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
13	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
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 334,021	\$ 333,171	\$ 333,956	\$ 332,927	\$ 331,513	\$ 322,786	\$ 322,595	\$ 321,907	\$ 322,675	\$ 322,665	\$ 322,591	\$ 3,600,807
18	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
19	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	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)
21	Emergency Energy (506013)	(506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	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
23	Planning Period Congestion Uplift (570039)	(570039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)	\$ 599	\$ 349	\$ 2,043	\$ 2,023	\$ (4,670)	\$ 690	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ 1,033
25	Total NITS & Other FERC/RTO Expenses		\$ 22,814,253	\$ 21,083,036	\$ 22,513,023	\$ 22,493,436	\$ 21,823,684	\$ 21,854,952	\$ 22,592,022	\$ 22,473,306	\$ 21,767,615	\$ 22,405,780	\$ 21,526,541	\$ 243,347,647
26	Prior Period NITS & Other FERC/RTO Expense Adjustments:													
26	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ (14,276)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (14,276)
28	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ (341,772)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (341,772)
29	Load Reconciliation for Reactive Services/Sch. 2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		\$ -	\$ -	\$ (356,049)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (356,049)
43	Adjusted NITS & Other FERC/RTO Expenses:													
43	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	\$ 19,465,789	\$ 20,108,909	\$ 19,460,668	\$ 216,924,853
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	\$ -	\$ -	\$ (21,366)	\$ (7,098)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (7,089)	\$ (78,114)
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ -	\$ -	\$ (511,498)	\$ (169,920)	\$ (169,708)	\$ (169,200)	\$ (169,708)	\$ (169,708)	\$ (169,920)	\$ (169,708)	\$ (169,920)	\$ (1,870,012)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 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
47	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
48	MTEP Expenses	L14 + L31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34	\$ 334,021	\$ 333,171	\$ 333,956	\$ 332,927	\$ 331,513	\$ 322,786	\$ 322,595	\$ 321,907	\$ 322,675	\$ 322,665	\$ 322,591	\$ 3,600,807
52	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
53	Generation Deactivation Charges	L19 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	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)
55	Emergency Energy	L21 + L38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
56	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
57	Planning Period Congestion Uplift	L23 + L40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41	\$ 599	\$ 349	\$ 2,043	\$ 2,023	\$ (4,670)	\$ 690	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ 1,033
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43 - L58)	\$ 22,814,253	\$ 21,083,036	\$ 22,156,975	\$ 22,493,436	\$ 21,823,684	\$ 21,854,952	\$ 22,592,022	\$ 22,473,306	\$ 21,767,615	\$ 22,405,780	\$ 21,526,541	\$ 242,991,599
60	Recoverable NITS & Other FERC/RTO Expenses:													
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	\$ 22,814,253	\$ 21,083,036	\$ 22,156,975	\$ 22,493,436	\$ 21,823,684	\$ 21,854,952	\$ 22,592,022	\$ 22,473,306	\$ 21,767,615	\$ 22,405,780	\$ 21,526,541	\$ 242,991,599
61	Monthly Principal Over/(Under)	L60 - L8	\$ 3,549,161	\$ 933,076	\$ (2,783,989)	\$ (839,920)	\$ (2,825,160)	\$ (8,281,017)	\$ (8,862,245)	\$ (8,934,472)	\$ (4,243,677)	\$ (1,515,255)	\$ (2,453,959)	\$ (36,257,456)
62	Calculate Interest:													
62	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)	\$ (24,435,378)	\$ (26,553,156)	\$ (37,409,458)
63	Prio Period Interest Adjustment		\$ -	\$ -	\$ (2,922)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,922)
64	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)
65	Monthly Deferral Over/(Under)		\$ (3,605,372)	\$ (1,001,808)	\$ 2,722,849	\$ 785,400	\$ 2,780,330	\$ 8,296,206	\$ 8,894,069	\$ 9,014,966	\$ 4,360,520	\$ 1,648,428	\$ 2,588,674	\$ 36,464,260
66	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)	\$ (21,286,362)	\$ (25,530,069)	\$ (27,045,324)	\$ (29,499,283)	\$ -
67	Cumulative NMB Interest Balance		\$ 1,837,448	\$ 1,908,180	\$ 1,967,320	\$ 2,021,841	\$ 2,066,671							

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/(Liability) 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)	\$ (12,560,224)	
2	Revenues:													
3	Non-Market Based Rider (NMB) Revenues		\$ 9,241,410	\$ 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		\$ 9,241,410	\$ 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 Revenue Excluding CAT	L3 - L5	\$ 9,217,381	\$ 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	\$ 6,201,867
9	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO 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/RTO Expenses:													
11	NITS Expenses (507003)	(507003)	\$ 10,202,203	\$ 9,211,495	\$ 10,283,583	\$ 10,259,926	\$ 9,900,822	\$ 9,898,191	\$ 9,851,087	\$ 10,235,752	\$ 9,892,779	\$ 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	\$ 112,536	\$ 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	\$ 168,461	\$ 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	\$ 663,730	\$ 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 (570039)	(570039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	PJM Customer Default (506510)	(506510)	\$ 310	\$ 181	\$ 1,057	\$ 1,042	\$ (2,411)	\$ 357	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ 538
27	Total NITS & Other FERC/RTO Expenses	(506510)	\$ 11,515,884	\$ 10,695,644	\$ 11,471,754	\$ 11,446,421	\$ 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/RTO 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/RTO Expense Adjustments		\$ -	\$ -	\$ (180,735)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (180,735)
46	Adjusted NITS & Other FERC/RTO Expenses:													
47	NITS Expenses	L9 + L26	\$ 10,202,203	\$ 9,211,495	\$ 10,283,583	\$ 10,259,926	\$ 9,900,822	\$ 9,898,191	\$ 9,851,087	\$ 10,235,752	\$ 9,892,779	\$ 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	\$ 112,536	\$ 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	\$ 168,461	\$ 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	\$ 663,730	\$ 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/RTO Expenses	SUM (L43 - L58)	\$ 11,515,884	\$ 10,695,644	\$ 11,291,020	\$ 11,446,421	\$ 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/RTO Expenses:													
65	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	\$ 11,515,884	\$ 10,695,644	\$ 11,291,020	\$ 11,446,421	\$ 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)	\$ (128,988)	\$ (947,442)	\$ (3,643,940)	\$ (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)	\$ (13,780,121)	\$ (12,529,325)
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)	\$ (80,766)
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	\$ 17,573,948
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	\$ 238,282	\$ 269,986	\$ 300,627	\$ 328,501	\$ 344,017	\$ 337,601	\$ 306,579	\$ 255,089	\$ 191,163	\$ 116,171	\$ -</

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			\$ (28,777,227)	\$ (33,391,767)	\$ (39,243,324)
Revenues						
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	\$ 34,956,253
4	Monthly CAT Amount			\$ 96,353	\$ 98,613	\$ 90,886
5	Total Adjusted CAT Amount			\$ 96,353	\$ 98,613	\$ 90,886
6	NMB Revenues Excluding CAT			\$ 36,962,343	\$ 37,829,646	\$ 34,865,367
7	NMB Revenue Associated with amortization of Legacy RTEP expenses	L3 - L5		\$ 1,169,527	\$ 1,169,527	\$ 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
NITS & Other FERC/RTO Expenses						
9	NITS Expenses (507003)	(507003)		\$ 27,539,277	\$ 27,449,989	\$ 24,793,539
10	PJM Integration Costs - exclude from NITS Expenses			\$ (9,617)	\$ -	\$ -
11	MISO Exit Fees - exclude from NITS Expense			\$ (230,224)	\$ -	\$ -
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ 819,000	\$ 823,000	\$ 744,000
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$ 238,000	\$ 252,000	\$ 228,000
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)		\$ 456,623	\$ 537,061	\$ 485,088
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$ 1,846,955	\$ 1,676,904	\$ 1,514,623
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)		\$ 269,000	\$ 267,000	\$ 267,000
23	Planning Period Congestion Uplift (570039)	(570039)		\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)		\$ -	\$ -	\$ -
25	Total NITS & Other FERC/RTO Expenses			\$ 30,929,014	\$ 31,005,955	\$ 28,032,250
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			\$ 414,815	\$ -	\$ -
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			\$ 414,815	\$ -	\$ -
Adjusted NITS & Other FERC/RTO Expenses						
43	NITS Expenses	L9 + L26		\$ 27,539,277	\$ 27,449,989	\$ 24,793,539
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27		\$ (9,617)	\$ -	\$ -
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28		\$ (230,224)	\$ -	\$ -
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29		\$ 819,000	\$ 823,000	\$ 744,000
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$ 238,000	\$ 252,000	\$ 228,000
48	MTEP Expenses	L14 + L31		\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32		\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33		\$ 414,815	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34		\$ 456,623	\$ 537,061	\$ 485,088
52	Non-Legacy RTEP Expenses	L18 + L35		\$ 1,846,955	\$ 1,676,904	\$ 1,514,623
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		\$ 269,000	\$ 267,000	\$ 267,000
57	Planning Period Congestion Uplift	L23 + L40		\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41		\$ -	\$ -	\$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43-		\$ 31,343,829	\$ 31,005,955	\$ 28,032,250
Recoverable NITS & Other FERC/RTO Expenses						
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		\$ 31,343,829	\$ 31,005,955	\$ 28,032,250
61	Monthly Principal Over/(Under)	L60 - L8		\$ (4,448,987)	\$ (5,654,163)	\$ (5,663,590)
Calculate Interest						
62	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)			\$ 4,614,540	\$ 5,851,556	\$ 5,892,899
66	Cumulative NMB Principal Balance		\$ (33,043,899)	\$ (37,492,886)	\$ (43,147,049)	\$ (48,810,639)
67	Cumulative NMB Interest Balance		\$ 4,266,672	\$ 4,101,118	\$ 3,903,726	\$ 3,674,416
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1		\$ (28,777,227)	\$ (33,391,767)	\$ (39,243,324)

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			\$ (15,005,011)	\$ (15,916,878)	\$ (17,255,631)
Revenues						
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
4	Monthly CAT Amount			\$ 33,876	\$ 34,601	\$ 31,135
5	Total Adjusted CAT Amount			\$ 33,876	\$ 34,601	\$ 31,135
6	NMB Revenues Excluding CAT	L3 - L5		\$ 12,995,500	\$ 13,273,389	\$ 11,943,975
7	NMB Revenue Associated with amortization of Legacy RTEP expenses			\$ 563,787	\$ 563,787	\$ 563,787
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7		\$ 12,431,713	\$ 12,709,602	\$ 11,380,188
NITS & Other FERC/RTO Expenses						
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			\$ (86,607)	\$ -	\$ -
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ 303,000	\$ 305,000	\$ 276,000
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$ 109,000	\$ 93,000	\$ 84,000
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)		\$ 169,066	\$ 199,008	\$ 179,750
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$ 683,842	\$ 621,378	\$ 561,245
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)		\$ 73,000	\$ 71,000	\$ 71,000
23	Planning Period Congestion Uplift (570039)	(570039)		\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)		\$ -	\$ -	\$ -
25	Total NITS & Other FERC/RTO Expenses			\$ 11,446,280	\$ 11,460,999	\$ 10,359,257
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			\$ 156,319	\$ -	\$ -
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			\$ 156,319	\$ -	\$ -
Adjusted NITS & Other FERC/RTO Expenses						
43	NITS Expenses	L9 + L26		\$ 10,198,597	\$ 10,171,612	\$ 9,187,263
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27		\$ (3,618)	\$ -	\$ -
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28		\$ (86,607)	\$ -	\$ -
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29		\$ 303,000	\$ 305,000	\$ 276,000
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$ 109,000	\$ 93,000	\$ 84,000
48	MTEP Expenses	L14 + L31		\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32		\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33		\$ 156,319	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34		\$ 169,066	\$ 199,008	\$ 179,750
52	Non-Legacy RTEP Expenses	L18 + L35		\$ 683,842	\$ 621,378	\$ 561,245
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		\$ 73,000	\$ 71,000	\$ 71,000
57	Planning Period Congestion Uplift	L23 + L40		\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41		\$ -	\$ -	\$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43 L58)		\$ 11,602,599	\$ 11,460,999	\$ 10,359,257
Recoverable NITS & Other FERC/RTO Expenses						
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		\$ 11,602,599	\$ 11,460,999	\$ 10,359,257
61	Monthly Principal Over/(Under)	L60 - L8		\$ (829,114)	\$ (1,248,604)	\$ (1,020,931)
Calculate Interest						
62	Balance Subject to Interest			\$ (15,419,568)	\$ (16,541,180)	\$ (17,766,097)
63	Prio Period Interest Adjustment			\$ 1,283	\$ -	\$ -
64	Monthly Interest Over/(Under)			\$ (82,754)	\$ (90,149)	\$ (96,825)
65	Monthly Deferral Over/(Under)			\$ 911,868	\$ 1,338,753	\$ 1,117,756
66	Cumulative NMB Principal Balance		\$ (15,121,181)	\$ (15,950,295)	\$ (17,198,899)	\$ (18,219,830)
67	Cumulative NMB Interest Balance		\$ 116,171	\$ 33,417	\$ (56,733)	\$ (153,558)
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1		\$ (15,005,011)	\$ (15,916,878)	\$ (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	940,973,353	954,938,585	837,102,679	kWh	\$ 0.021572	\$/kWh	\$ 20,298,677	\$ 20,599,935	\$ 18,057,979
	GS	1,391,840	1,501,956	1,427,128	kW	\$ 6.5425	\$/kW	\$ 9,106,116	\$ 9,826,545	\$ 9,336,984
	GP	520,592	469,497	482,812	kW	\$ 7.0054	\$/kW	\$ 3,646,952	\$ 3,289,011	\$ 3,382,291
	GSU	158,827	157,400	154,934	kVa	\$ 5.9977	\$/kVa	\$ 952,596	\$ 944,040	\$ 929,247
	GT	459,277	491,752	488,978	kVa	\$ 6.6161	\$/kVa	\$ 3,038,623	\$ 3,253,477	\$ 3,235,126
	LTG ¹	796,099	771,787	740,155	kWh	\$ 0.019761	\$/kWh	\$ 15,732	\$ 15,251	\$ 14,626
								\$ 37,058,696	\$ 37,928,259	\$ 34,956,253
CEI	RS	522,643,986	547,420,803	464,696,045	kWh	\$ 0.022546	\$/kWh	\$ 11,783,531	\$ 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
	GP	65,530	61,575	76,307	kW	\$ 7.6816	\$/kW	\$ 503,374	\$ 472,998	\$ 586,158
	GSU	527,086	530,395	544,744	kW	\$ 7.2258	\$/kW	\$ 3,808,616	\$ 3,832,527	\$ 3,936,214
	GT	205,981	208,182	185,605	kVa	\$ 3.3001	\$/kVa	\$ 679,759	\$ 687,022	\$ 612,515
	LTG ¹	923,304	1,031,307	884,958	kWh	\$ 0.016611	\$/kWh	\$ 15,337	\$ 17,131	\$ 14,700
								\$ 24,790,571	\$ 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
	GP	232,128	202,828	201,991	kW	\$ 6.0130	\$/kW	\$ 1,395,785	\$ 1,219,602	\$ 1,214,571
	GSU	3,269	3,190	2,654	kVa	\$ 5.9972	\$/kVa	\$ 19,604	\$ 19,132	\$ 15,917
	GT	370,544	380,667	341,135	kVa	\$ 7.7620	\$/kVa	\$ 2,876,162	\$ 2,954,737	\$ 2,647,894
	LTG ¹	175,223	160,003	154,461	kWh	\$ 0.012535	\$/kWh	\$ 2,196	\$ 2,006	\$ 1,936
								\$ 13,029,376	\$ 13,307,990	\$ 11,975,110

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)

Expenses	Company	G/L Account			
			Dec-21	Jan-22	Feb-22
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 Dispatch	OE	507502	\$ 238,000	\$ 252,000	\$ 228,000
	CE	507502	\$ 181,000	\$ 189,000	\$ 170,000
	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	\$ 1,254,569	\$ 1,133,159
	TE	507509	\$ 683,842	\$ 621,378	\$ 561,245
	Total		\$ 3,879,113	\$ 3,552,851	\$ 3,209,027
Legacy RTEP Expenses	OE	507510	\$ 456,623	\$ 537,061	\$ 485,088
	CE	507510	\$ 333,344	\$ 401,800	\$ 362,916
	TE	507510	\$ 169,066	\$ 199,008	\$ 179,750
	Total		\$ 959,033	\$ 1,137,870	\$ 1,027,754
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	\$ 269,000	\$ 267,000	\$ 267,000
	CE	507008	\$ 148,000	\$ 149,000	\$ 149,000
	TE	507008	\$ 73,000	\$ 71,000	\$ 71,000
	Total		\$ 490,000	\$ 487,000	\$ 487,000
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

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

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in

Case No(s). 21-1225-EL-RDR, 89-6008-EL-TRF

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