

May 12, 2022

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

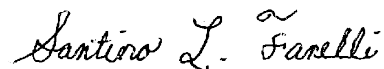
SUBJECT: Case No. 13-2142-EL-RDR
89-6001-EL-TRF

Dear Ms. Troupe:

Please file the attached Phase-In Recovery Rider (Rider PIR) tariff page and supporting workpapers on behalf of The Cleveland Electric Illuminating Company. The tariff page and workpapers should replace those filed on May 2, 2022, and there are no other changes to the May 2, 2022 filing.

Please file one copy of the tariff in Case Nos. 13-2142-EL-RDR and 89-6001-EL-TRF, and two copies to the Staff. Thank you.

Sincerely,



Santino L. Fanelli
Director, Rates & Regulatory Affairs

| Line | Line Item Description | CEI | OE | TE | TOTAL |
|------|--------------------------------------------------|--------------------|--------------------|--------------------|---------------------|
| 1 | <u>Estimated Debt Service</u> | | | | |
| 2 | Principal | | | | |
| 3 | Class A-1 | \$0 | \$0 | \$0 | \$0 |
| 4 | Class A-2 | \$0 | \$0 | \$0 | \$0 |
| 5 | Class A-3 | \$2,473,220 | \$4,113,210 | \$1,168,279 | \$7,754,709 |
| 6 | Total Principal | \$2,473,220 | \$4,113,210 | \$1,168,279 | \$7,754,709 |
| 7 | | | | | |
| 8 | Interest | | | | |
| 9 | Class A-1 | \$0 | \$0 | \$0 | \$0 |
| 10 | Class A-2 | \$0 | \$0 | \$0 | \$0 |
| 11 | Class A-3 | \$1,130,705 | \$1,891,256 | \$537,067 | \$3,559,028 |
| 12 | Total Interest | \$1,130,705 | \$1,891,256 | \$537,067 | \$3,559,028 |
| 13 | | | | | |
| 14 | Principal & Interest | | | | |
| 15 | Class A-1 | \$0 | \$0 | \$0 | \$0 |
| 16 | Class A-2 | \$0 | \$0 | \$0 | \$0 |
| 17 | Class A-3 | \$3,603,925 | \$6,004,466 | \$1,705,346 | \$11,313,737 |
| 18 | Total Principal & Interest | \$3,603,925 | \$6,004,466 | \$1,705,346 | \$11,313,737 |
| 19 | | | | | |
| 20 | <u>Estimated Ongoing Financing Costs</u> | | | | |
| 21 | Servicing Fee | \$116,023 | \$84,752 | \$21,686 | \$222,461 |
| 22 | Administration Fees and Expenses | \$26,077 | \$19,049 | \$4,874 | \$50,000 |
| 23 | Trustee Fees and Expenses | \$1,695 | \$1,238 | \$317 | \$3,250 |
| 24 | Legal Fees | \$13,039 | \$9,524 | \$2,437 | \$25,000 |
| 25 | Accounting Fees | \$44,331 | \$32,383 | \$8,286 | \$85,000 |
| 26 | SPE Independent Manager's Fees | \$1,000 | \$1,000 | \$1,000 | \$3,000 |
| 27 | Rating Agency Fees | \$11,735 | \$8,572 | \$2,193 | \$22,500 |
| 28 | Reporting and SEC Filing Fees | \$652 | \$476 | \$122 | \$1,250 |
| 29 | Miscellaneous | \$1,304 | \$952 | \$244 | \$2,500 |
| 30 | Return on Capital Account | \$39,738 | \$29,028 | \$25,996 | \$94,762 |
| 31 | Dealers In Intangible Tax | \$0 | \$0 | \$0 | \$0 |
| 32 | Total Ongoing Financing Costs | \$255,593 | \$186,974 | \$67,155 | \$509,723 |
| 33 | | | | | |
| 34 | Estimated Debt Service & Ongoing Financing Costs | \$3,859,518 | \$6,191,440 | \$1,772,501 | \$11,823,460 |
| 35 | | | | | |
| 36 | Cumulative Under (Over) Collection | (\$475,967) | (\$430,535) | (\$85,962) | (\$992,464) |
| 37 | | | | | |
| 38 | Total to be Recovered Before Gross-ups | \$3,383,552 | \$5,760,905 | \$1,686,539 | \$10,830,996 |
| 39 | | | | | |
| 40 | Estimated Uncollectible Ratio | 0.71% | 0.63% | 1.03% | |
| 41 | CAT Tax | 0.26% | 0.26% | 0.26% | |
| 42 | Gross-up Factor - Tax & Uncollectible | 0.97% | 0.89% | 1.29% | |
| 43 | | | | | |
| 44 | Total Amount to be Collected with Gross-ups | \$3,416,567 | \$5,812,780 | \$1,708,530 | \$10,937,877 |
| 45 | | | | | |
| 46 | Billing Lag Conversion Factor | 96% | 103% | 102% | |
| 47 | | | | | |
| 48 | Rider PIR Revenue Requirement | \$3,279,904 | \$5,987,164 | \$1,742,701 | \$11,009,768 |

NOTES

- 1-18 Estimated debt service for PIR Bonds to be paid and / or accrued over the upcoming Rider PIR recovery period
- 20-31 Estimated ongoing financing costs to be paid and / or accrued over the upcoming Rider PIR recovery period
- 34 Calculation: Line 18 + Line 32
- 36 Cumulative under (over) collection of debt service and ongoing financing costs forecast as of upcoming payment date; includes true-up for re-allocation of expenses included in Rider PIR rate effective January-June 2022
- 38 Calculation: Line 34 + Line 36
- 40 Estimated Uncollectible Expense ratio for the upcoming Rider PIR recovery period
- 41 Current CAT Tax rate applicable to Rider PIR
- 42 Gross-up factor applied to amount to be recovered. Calculation: Line 40 + Line 41
- 44 Calculation: Line 38 / (1 - Line 42)
- 46 Factor to convert from cash to revenue based on estimated lag between revenue billed and cash collected
- 48 Estimated Revenue requirement for the upcoming Rider PIR recovery period. Calculation: Line 44 x Line 46

| (A) Line | (B) Company | (C) Rate Schedule | (D) Forecasted kWh Sales | (E)-(H) Otherwise Applicable Tariff Rates (¢/kWh) | | | | (I)-(L) Otherwise Applicable Tariff Revenue | | | | (M) Allocation Ratio |
|-------------|----------------|----------------------|-----------------------------|------------------------------------------------------|--------|--------|--------|------------------------------------------------|-----|-------------|-------------|-------------------------|
| | | | | RER1 | DGC | DFC | TOTAL | RER1 | DGC | DFC | TOTAL | |
| 1 | CEI | Rate RS | 2,791,343,826 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$963,014 | \$963,014 | 29.75% |
| 2 | CEI | Rate GS | 3,040,743,543 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$1,049,057 | \$1,049,057 | 32.41% |
| 3 | CEI | Rate GP 1 | 211,968,363 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$73,129 | \$73,129 | 2.26% |
| 4 | CEI | Rate GP 2 | 44,300,905 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$15,284 | \$15,284 | 0.47% |
| 5 | CEI | Rate GSU 1 | 1,771,570,154 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$611,192 | \$611,192 | 18.88% |
| 6 | CEI | Rate GSU 2 | 96,693,098 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$33,359 | \$33,359 | 1.03% |
| 7 | CEI | Rate GT 1 | 813,439,407 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$280,637 | \$280,637 | 8.67% |
| 8 | CEI | Rate GT 2 | 534,839,528 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$184,520 | \$184,520 | 5.70% |
| 9 | CEI | Rate STL | 43,806,598 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$15,113 | \$15,113 | 0.47% |
| 10 | CEI | Rate POL | 24,724,761 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$8,530 | \$8,530 | 0.26% |
| 11 | CEI | Rate TRF | 8,176,213 | 0.0000 | 0.0000 | 0.0345 | 0.0345 | \$0 | \$0 | \$2,821 | \$2,821 | 0.09% |
| 12 | CEI | TOTAL | 9,381,606,396 | | | | | \$0 | \$0 | \$3,236,654 | \$3,236,654 | 100.00% |
| 13 | | | | | | | | | | | | |
| 14 | OE | Rate RS | 4,656,291,025 | 0.0000 | 0.0000 | 0.0362 | 0.0362 | \$0 | \$0 | \$1,685,577 | \$1,685,577 | 39.35% |
| 15 | OE | Rate GS | 3,156,148,215 | 0.0000 | 0.0000 | 0.0362 | 0.0362 | \$0 | \$0 | \$1,142,526 | \$1,142,526 | 26.67% |
| 16 | OE | Rate GP | 1,307,954,855 | 0.0000 | 0.0000 | 0.0362 | 0.0362 | \$0 | \$0 | \$473,480 | \$473,480 | 11.05% |
| 17 | OE | Rate GSU | 415,900,791 | 0.0000 | 0.0000 | 0.0362 | 0.0362 | \$0 | \$0 | \$150,556 | \$150,556 | 3.51% |
| 18 | OE | Rate GT | 2,217,294,221 | 0.0000 | 0.0000 | 0.0362 | 0.0362 | \$0 | \$0 | \$802,661 | \$802,661 | 18.74% |
| 19 | OE | Rate STL | 6,161,462 | 0.0000 | 0.0000 | 0.0362 | 0.0362 | \$0 | \$0 | \$2,230 | \$2,230 | 0.05% |
| 20 | OE | Rate POL | 17,930,940 | 0.0000 | 0.0000 | 0.0362 | 0.0362 | \$0 | \$0 | \$6,491 | \$6,491 | 0.15% |
| 21 | OE | Rate TRF | 6,916,746 | 0.0000 | 0.0000 | 0.0362 | 0.0362 | \$0 | \$0 | \$2,504 | \$2,504 | 0.06% |
| 22 | OE | Rate ESIP | 49,003,240 | 0.0000 | 0.0000 | 0.0362 | 0.0362 | \$0 | \$0 | \$17,739 | \$17,739 | 0.41% |
| 23 | OE | TOTAL | 11,833,601,495 | | | | | \$0 | \$0 | \$4,283,764 | \$4,283,764 | 100.00% |
| 24 | | | | | | | | | | | | |
| 25 | TE | Rate RS | 1,296,265,079 | 0.0000 | 0.0000 | 0.0257 | 0.0257 | \$0 | \$0 | \$333,140 | \$333,140 | 22.70% |
| 26 | TE | Rate GS | 911,674,380 | 0.0000 | 0.0000 | 0.0257 | 0.0257 | \$0 | \$0 | \$234,300 | \$234,300 | 15.97% |
| 27 | TE | Rate GP | 570,032,468 | 0.0000 | 0.0000 | 0.0257 | 0.0257 | \$0 | \$0 | \$146,498 | \$146,498 | 9.98% |
| 28 | TE | Rate GSU | 55,981,679 | 0.0000 | 0.0000 | 0.0257 | 0.0257 | \$0 | \$0 | \$14,387 | \$14,387 | 0.98% |
| 29 | TE | Rate GT | 2,854,451,193 | 0.0000 | 0.0000 | 0.0257 | 0.0257 | \$0 | \$0 | \$733,594 | \$733,594 | 49.99% |
| 30 | TE | Rate STL | 15,915,895 | 0.0000 | 0.0000 | 0.0257 | 0.0257 | \$0 | \$0 | \$4,090 | \$4,090 | 0.28% |
| 31 | TE | Rate POL | 4,484,201 | 0.0000 | 0.0000 | 0.0257 | 0.0257 | \$0 | \$0 | \$1,152 | \$1,152 | 0.08% |
| 32 | TE | Rate TRF | 1,020,490 | 0.0000 | 0.0000 | 0.0257 | 0.0257 | \$0 | \$0 | \$262 | \$262 | 0.02% |
| 33 | TE | TOTAL | 5,709,825,385 | | | | | \$0 | \$0 | \$1,467,425 | \$1,467,425 | 100.00% |

NOTES

- (D) Estimated kWh sales for the upcoming Rider PIR recovery period based on the most recent sales forecast.
- (E)-(G) Otherwise applicable tariff pricing
- (H) Calculation: Column E + Column F + Column G
- (I) Calculation: Column D x Column E
- (J) Calculation: Column D x Column F
- (K) Calculation: Column D x Column G
- (L) Calculation: Column I + Column J + Column K
- (M) Calculation: Column L / Company Total Column L

| Line | Line Item Description | CEI | OE | TE | TOTAL |
|------|-------------------------------|---------------|----------------|---------------|----------------|
| 1 | Rider PIR Revenue Requirement | \$3,279,904 | \$5,987,164 | \$1,742,701 | \$11,009,768 |
| 2 | | | | | |
| 3 | Allocation Ratios | | | | |
| 4 | Rate RS | 29.75% | 39.35% | 22.70% | |
| 5 | Rate GS | 32.41% | 26.67% | 15.97% | |
| 6 | Rate GP 1 | 2.26% | 11.05% | 9.98% | |
| 7 | Rate GP 2 | 0.47% | | | |
| 8 | Rate GSU 1 | 18.88% | 3.51% | 0.98% | |
| 9 | Rate GSU 2 | 1.03% | | | |
| 10 | Rate GT 1 | 8.67% | 18.74% | 49.99% | |
| 11 | Rate GT 2 | 5.70% | | | |
| 12 | Rate STL | 0.47% | 0.05% | 0.28% | |
| 13 | Rate POL | 0.26% | 0.15% | 0.08% | |
| 14 | Rate TRF | 0.09% | 0.06% | 0.02% | |
| 15 | Rate ESIP | | 0.41% | | |
| 16 | Total Allocation Ratios | 100.00% | 100.00% | 100.00% | |
| 17 | | | | | |
| 18 | Allocated Revenue Requirement | | | | |
| 19 | Rate RS | \$975,882 | \$2,355,832 | \$395,634 | \$3,727,348 |
| 20 | Rate GS | \$1,063,075 | \$1,596,841 | \$278,253 | \$2,938,168 |
| 21 | Rate GP 1 | \$74,106 | \$661,755 | \$173,980 | \$909,841 |
| 22 | Rate GP 2 | \$15,488 | | | \$15,488 |
| 23 | Rate GSU 1 | \$619,359 | \$210,423 | \$17,086 | \$846,868 |
| 24 | Rate GSU 2 | \$33,805 | | | \$33,805 |
| 25 | Rate GT 1 | \$284,387 | \$1,121,831 | \$871,209 | \$2,277,427 |
| 26 | Rate GT 2 | \$186,985 | | | \$186,985 |
| 27 | Rate STL | \$15,315 | \$3,117 | \$4,858 | \$23,290 |
| 28 | Rate POL | \$8,644 | \$9,072 | \$1,369 | \$19,085 |
| 29 | Rate TRF | \$2,858 | \$3,500 | \$311 | \$6,669 |
| 30 | Rate ESIP | | \$24,793 | | \$24,793 |
| 31 | Total Revenue Requirement | \$3,279,904 | \$5,987,164 | \$1,742,701 | \$11,009,768 |
| 32 | | | | | |
| 33 | Estimated kWh Sales | | | | |
| 34 | Rate RS | 2,791,343,826 | 4,656,291,025 | 1,296,265,079 | 8,743,899,930 |
| 35 | Rate GS | 3,040,743,543 | 3,156,148,215 | 911,674,380 | 7,108,566,138 |
| 36 | Rate GP 1 | 211,968,363 | 1,307,954,855 | 570,032,468 | 2,089,955,686 |
| 37 | Rate GP 2 | 44,300,905 | | | 44,300,905 |
| 38 | Rate GSU 1 | 1,771,570,154 | 415,900,791 | 55,981,679 | 2,243,452,624 |
| 39 | Rate GSU 2 | 96,693,098 | | | 96,693,098 |
| 40 | Rate GT 1 | 813,439,407 | 2,217,294,221 | 2,854,451,193 | 5,885,184,821 |
| 41 | Rate GT 2 | 534,839,528 | | | 534,839,528 |
| 42 | Rate STL | 43,806,598 | 6,161,462 | 15,915,895 | 65,883,955 |
| 43 | Rate POL | 24,724,761 | 17,930,940 | 4,484,201 | 47,139,902 |
| 44 | Rate TRF | 8,176,213 | 6,916,746 | 1,020,490 | 16,113,449 |
| 45 | Rate ESIP | | 49,003,240 | | 49,003,240 |
| 46 | Total Estimated kWh Sales | 9,381,606,396 | 11,833,601,495 | 5,709,825,385 | 26,925,033,276 |
| 47 | | | | | |
| 48 | Rider PIR Rate (¢/kWh) | | | | |
| 49 | Rate RS | 0.0350 | 0.0506 | 0.0306 | |
| 50 | Rate GS | 0.0350 | 0.0506 | 0.0306 | |
| 51 | Rate GP 1 | 0.0350 | 0.0506 | 0.0306 | |
| 52 | Rate GP 2 | 0.0350 | | | |
| 53 | Rate GSU 1 | 0.0350 | 0.0506 | 0.0306 | |
| 54 | Rate GSU 2 | 0.0350 | | | |
| 55 | Rate GT 1 | 0.0350 | 0.0506 | 0.0306 | |
| 56 | Rate GT 2 | 0.0350 | | | |
| 57 | Rate STL | 0.0350 | 0.0506 | 0.0306 | |
| 58 | Rate POL | 0.0350 | 0.0506 | 0.0306 | |
| 59 | Rate TRF | 0.0350 | 0.0506 | 0.0306 | |
| 60 | Rate ESIP | | 0.0506 | | |

NOTES

- 1 Total amount to be billed under Rider PIR for the upcoming Rider PIR recovery period (Page 1, Line 48)
- 3-16 Allocation ratios based on estimated revenue to be billed under existing Riders RER1, DGC, and DFC (Page 2, Column M)
- 18-31 Calculation: Revenue Requirement x Allocation Ratio
- 33-46 Estimated kWh sales for the upcoming Rider PIR recovery period
- 48-60 Calculation: Allocated Revenue Requirement x 100 / Estimated kWh Sales

RIDER PIR
Phase-In Recovery Rider

APPLICABILITY:

Applicable to any customer who receives electric service under the Company's rate schedules set forth below. The Phase-In Recovery Rider (PIR) charges will apply, by rate schedule, for all kWhs per kWh. This Rider is nonbypassable within the meaning of O.R.C. § 4928.231 and is not avoidable for customers who take electric generation service from a certified supplier.

RATE:

| | |
|------|---------|
| RS | 0.0350¢ |
| GS | 0.0350¢ |
| GP1 | 0.0350¢ |
| GP2 | 0.0350¢ |
| GSU1 | 0.0350¢ |
| GSU2 | 0.0350¢ |
| GT1 | 0.0350¢ |
| GT2 | 0.0350¢ |
| STL | 0.0350¢ |
| TRF | 0.0350¢ |
| POL | 0.0350¢ |

PROVISIONS:

1. The charges set forth in this Rider recover costs associated with phase-in recovery bonds issued to securitize costs for which the Company was previously authorized recovery, in accordance with O.R.C. §§ 4928.23 through 4928.2318.
2. The GP2, GSU2, and GT2 PIR charges are applicable to those customers served under a special contract that included a fixed price for service where such fixed price was different than the rate under the otherwise applicable tariff and where the contract term included the period January 1, 2009 through May 31, 2009. The GP1, GSU1, and GT1 PIR charges are applicable to all other customers taking service under these rate schedules.

RIDER UPDATES:

The charges contained in this Rider shall be updated on a semi-annual basis. No later than November 1st and May 1st of each year, the Company will file with the PUCO a request for approval of the Rider charges which, unless otherwise ordered by the PUCO, shall become effective on a service rendered basis on January 1st and July 1st of each year.

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in

Case No(s). 13-2142-EL-RDR, 89-6001-EL-TRF

Summary: Tariff Revised PIR Filing electronically filed by Karen A. Sweeney on behalf of The Cleveland Electric Illuminating Company and Fanelli, Santino L. Mr.