

**BEFORE
THE PUBLIC UTILITIES COMMISSION OF OHIO**

In the Matter of the Application of Ohio)
Edison Company, The Cleveland Electric)
Illuminating Company, and The Toledo) Case No. 25-0092-EL-SSO
Edison Company for Authority to)
Provide for a Standard Service Offer)
Pursuant to R.C. 4928.143 in the Form of)
an Electric Security Plan)

DIRECT TESTIMONY OF

COURTNEY M. URBANCIC

ON BEHALF OF

**OHIO EDISON COMPANY
THE CLEVELAND ELECTRIC ILLUMINATING COMPANY
THE TOLEDO EDISON COMPANY**

January 31, 2025

1 **I. INTRODUCTION**

2 **Q. PLEASE STATE YOUR NAME AND BUSINESS ADDRESS.**

3 A. My name is Courtney Urbancic. My business address is 76 South Main Street, Akron,
4 Ohio 44308.

5 **Q. BY WHOM ARE YOU EMPLOYED AND WHAT IS YOUR POSITION?**

6 A. I am employed by FirstEnergy Service Company (“FESC”) as a Rates Analyst in the Ohio
7 Rates and Regulatory Affairs department.

8 **Q. PLEASE DESCRIBE YOUR EDUCATIONAL AND PROFESSIONAL**
9 **BACKGROUND.**

10 A. I received a Bachelor of Business Administration degree in Finance from Kent State
11 University and a Master of Business Administration degree from Kent State University. I
12 joined FESC in April 2015 as an analyst in the Ohio Business Services department. In
13 2023, I started my current position in the Ohio Rates and Regulatory Affairs group.

14 **Q. WHAT ARE YOUR RESPONSIBILITIES IN YOUR CURRENT POSITION?**

15 A. My current responsibilities include conducting various rates and financial analyses for
16 Ohio Edison Company (“OE”), The Cleveland Electric Illuminating Company (“CEI”),
17 and The Toledo Edison Company (“TE”) (collectively, the “Companies”).

18 **Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY IN THIS PROCEEDING?**

19 A. The purpose of my testimony is to address the following aspects of the Companies’
20 proposed sixth electric security plan (“ESP VI”):

- 21
- Inactive Riders;

22

 - Vegetation Management Cost Recovery Rider (“Rider VMC”); and

23

 - Storm Cost Recovery Rider (“Rider SCR”).

1 **Q. ARE YOU SPONSORING ANY ATTACHMENTS?**

2 A. Yes. I am sponsoring the following items:

- 3 • Attachment CMU-1 – Rider VMC Calculations and supporting work papers;
- 4 • Attachment CMU-2 – Rider VMC Tariff Sheets;
- 5 • Attachment CMU-3 – Rider SCR Calculations, cap, and supporting work papers;
- 6 • Attachment CMU-4 – Rider SCR Tariff Sheets.

7

8 **II. INACTIVE RIDERS**

9 **Q. DO THE COMPANIES HAVE OUTSTANDING REGULATORY ASSET AND**
10 **LIABILITY BALANCES ASSOCIATED WITH INACTIVE TARIFFS?**

11 A. Yes. The Companies currently have outstanding regulatory asset and liability balances
12 associated with inactive or expired riders, or otherwise not currently included in active
13 tariffs. The Commission’s Order approving and modifying the Companies’ fifth electric
14 security plan (“ESP V Order”) authorized the Companies to remove these inactive tariffs
15 and reconcile the final aggregate regulatory asset or liability balance as of May 31, 2024
16 for each Company in the initial Rider VMC rates. Effective with the Companies’ return to
17 ESP IV, these tariff provisions will be reinstated, but ESP V ended before the Rider VMC
18 aggregate regulatory asset and liability balances were fully reconciled. The table below
19 provides regulatory asset (liability) balances as of May 31, 2024 that were aggregated and
20 included in Rider VMC in ESP V, along with the remaining unreconciled aggregate
21 balances as of December 31, 2024:

Rider / Tariff Provision	CEI	OE	TE	Balance
CEI Delta Revenue Recovery	\$(328,605)	\$-	\$-	\$(328,605)
Deferred Fuel Cost Recovery	\$(310,266)	\$(282,570)	\$(26,747)	\$(619,584)
Deferred Generation Cost Recovery	\$(394,313)	\$-	\$-	\$(394,313)
Deferred Transmission Cost Recovery Rider	\$(74,202)	\$(1,647,045)	\$(340,132)	\$(2,061,379)
Economic Development Rider Provision (g)	\$(2,580,418)	\$(3,608,677)	\$(1,048,176)	\$(7,237,271)
Fuel Rider	\$-	\$(387,975)	\$(76,140)	\$(464,114)
Green Resource Rider	\$89,906	\$113,640	\$47,379	\$250,926
Line Extension Cost Recover	\$16,373	\$7,152	\$3,077	\$26,602
Municipal Distribution Tax	\$189,934	\$(5,996,649)	\$(454,422)	\$(6,261,137)
Non-Residential Deferred Distribution Cost Recovery	\$64,535	\$(274,737)	\$2,206,116	\$1,995,914
Residential Deferred Distribution Cost Recovery	\$(67,777)	\$(487,021)	\$2,934	\$(551,864)
Transmission and Ancillary Services	\$(116,806)	\$(478,287)	\$1,579,073	\$983,980
Total Balance as of May 31, 2024	\$(3,511,639)	\$(13,042,167)	\$1,892,961	\$(14,660,846)
Aggregate Balance as of December 31, 2024	\$(2,035,207)	\$(7,593,855)	\$1,092,408	\$(8,536,654)

2 **Q. WHAT IS THE COMPANIES' PROPOSAL FOR THESE BALANCES IN ESP VI?**

3 A. Consistent with the ESP V Order, the Companies propose to remove these inactive tariffs
4 and include the remaining net regulatory asset or liability balance for each Company in the
5 initial Rider VMC rates in ESP VI, as described below and shown in Attachment CMU-1.

6 **Q. IS THE COMPANIES' PROPOSAL REASONABLE?**

7 A. Yes. While the individual regulatory asset and liability balances are associated with
8 separate riders or tariff provisions that did not all have the same rate designs or apply to
9 the same customers, the proposed approach to aggregate them and conduct a final
10 reconciliation of the net balance is reasonable, as the Commission recognized in the ESP
11 V Order. This approach will ensure that customers have only paid for the Companies'
12 actual costs and will result in aggregate cost reductions to customers. This proposal will

1 also help streamline the Companies' tariffs by removing provisions that are no longer
2 active and improve customer understanding of the tariffs.

3
4 **III. VEGETATION MANAGEMENT COST RECOVERY RIDER**

5 **Q. PLEASE EXPLAIN THE COMPANIES' PROPOSED RIDER VMC IN ESP VI.**

6 A. In the ESP V Order, the Commission approved Rider VMC to recover from or credit to
7 customers the Companies' actual incremental vegetation management O&M costs
8 compared to levels recovered in base distribution rates. In ESP VI, the Companies propose
9 to reinstate Rider VMC in a manner consistent with the ESP V Order, with modifications
10 to incorporate annual rider caps for the term of ESP VI and to recover costs associated with
11 the first phase ("Phase 1") of the Companies' proposed enhanced vegetation management
12 program ("EVM Program") described in the testimony of General Manager of Distribution
13 Vegetation Management Tyler Woody.

14 **Q. HOW WILL RIDER VMC BE CALCULATED IN ESP VI?**

15 A. Upon approval of ESP VI, the Companies will file Rider VMC rates to go into effect
16 approximately 60 days after the effective date of ESP VI. The revenue requirement for
17 each Company will be based on estimated vegetation management O&M expenses
18 compared to the current baseline for the first year of ESP VI, including a gross-up for CAT.
19 The initial Rider VMC rates will also reconcile the Rider VMC deferral balance as of the
20 end of ESP V, which includes the remaining balance of the inactive riders described above.
21 Also starting the first month of ESP VI, the Companies will track actual Rider VMC
22 revenues and O&M expenses, and the difference will be deferred with no carrying charges.

1 Following the initial rate filing and continuing for the term of ESP VI, Rider VMC
2 will be reconciled and updated annually on or about April 1st, with rates to go into effect
3 on June 1st, unless otherwise ordered by the Commission. The revenue requirements in the
4 annual updates will also include the estimated over or under recovered balances as of May
5 31st of each year. For each Company, the Rider VMC revenue requirement will be allocated
6 to rate schedules based on the current approved base distribution revenue allocations. The
7 Rider VMC rate will be applied on a per kWh basis for residential and lighting rate
8 schedules and on a monthly billing demand basis for commercial and industrial rate
9 schedules. Examples of the proposed revenue requirement and rate design calculations for
10 Rider VMC are included in Attachment CMU-1. Also, the proposed Rider VMC tariff
11 sheet is included in Attachment CMU-2.

12 **Q. PLEASE DESCRIBE THE PROPOSED RIDER VMC CAPS IN ESP VI.**

13 A. The ESP V Order established caps for only the first two years of the ESP V term based on
14 the Companies' cost estimates in that case, excluding the proposed EVM Program. In ESP
15 VI, the Companies seek to set Rider VMC caps for every year of the ESP VI term, including
16 to cover costs of Phase 1 of the proposed EVM Program. Specifically, the Companies
17 propose that the total vegetation management O&M expense recovered through base
18 distribution rates and Rider VMC shall be capped at the annual amounts estimated by Mr.
19 Woody. The baseline amounts proposed in the Companies' pending base rate case (*i.e.*,
20 Case No. 24-0468-EL-AIR, *et al.*, hereinafter, the "2024 Base Rate Case") are as follows:
21 OE \$26.4M, CEI: \$17.5M, and TE: \$7.4M. Assuming these proposed baseline amounts are
22 approved, the Rider VMC revenue caps in ESP VI would be: Year 1 = \$52.4M; Year 2 =
23 \$55.2M; and Year 3 = \$58.0M. These annual caps will be adjusted based on the approved

1 baseline in the 2024 Base Rate Case and will be pro-rated to align with the term of ESP VI
2 as necessary. If actual costs are below the cap in a given year, the amount below the cap
3 will be added to the next year's cap.

4 **Q. WILL RIDER VMC BE SUBJECT TO AUDIT IN ESP VI?**

5 A. Yes. In October of each year during the ESP VI term, the Companies will file an
6 application with the Commission to initiate an audit of Rider VMC covering the prior
7 year's rate. Rider VMC would be subject to reconciliation, including but not limited to
8 increases or refunds, based upon the results of these annual audits.

9 **Q. HAVE THE COMPANIES IDENTIFIED ANY BENEFITS TO CUSTOMERS**
10 **FROM THE IMPLEMENTATION OF RIDER VMC AS PROPOSED IN ESP VI?**

11 A. Yes. Rider VMC will support Phase 1 of the Companies' EVM Program, which is
12 described by Mr. Woody. While the Companies expect that the costs included in the
13 proposed Rider VMC would be recoverable through base rates even if the rider was not
14 effective, Rider VMC and the associated audit process provide consumer protections. As
15 described above, Rider VMC would be subject to an annual review, which allows for a
16 timelier review than may otherwise occur between base rate cases. It also provides the
17 opportunity for an audit focused specifically on the Companies' vegetation management
18 expenses, as opposed to those costs being included as part of a broader review of all costs
19 in a base rate case. Furthermore, Rider VMC would ensure that customers are only paying
20 actual vegetation management expenses incurred, including providing timely credits in the
21 event that actual expenses are lower than the applicable baseline amounts. Rider VMC
22 will help ensure that recovery of the Companies' vegetation management expenses better
23 aligns with the work being done and the service benefits realized. Finally, the proposed

1 revenue caps provide certainty to customers by limiting the amounts customers will pay
2 under ESP VI.

3
4 **IV. STORM COST RECOVERY RIDER**

5 **Q. PLEASE DESCRIBE THE COMPANIES' PROPOSED RIDER SCR IN ESP VI.**

6 A. In the ESP V Order, the Commission approved Rider SCR to recover from or return to
7 customers incremental storm damage O&M expenses resulting from "major events," as
8 defined by Ohio Adm.Code 4901:1-10-01(T), as compared to levels recovered in base
9 distribution rates. The Companies propose to reinstate Rider SCR in ESP VI under the
10 same terms and conditions as the ESP V Order, with modifications to establish annual
11 revenue caps and apply carrying charges on unrecovered balances.

12 **Q. WHAT ARE THE TERMS OF RIDER SCR AUTHORIZED IN ESP V THAT THE
13 COMPANIES ARE SEEKING TO REINSTATE IN ESP VI?**

14 A. The Companies propose to implement Rider SCR in ESP VI under the same terms and
15 conditions approved in the ESP V Order, as follows:

- 16 1. The expenses included in Rider SCR will be those associated with "major
17 events," as defined by Ohio Adm.Code 4901:1-10-01(T).
- 18 2. Rider SCR will be based on actual expenses only.
- 19 3. The Companies' prior storm deferral balance as of May 31, 2024 will be subject
20 to recovery in the 2024 Base Rate Case, and will not be included in Rider SCR.
- 21 4. Rider SCR will exclude costs for straight-time, or non-overtime, labor.
- 22 5. Straight-time labor costs for mutual assistance provide by the Companies
23 outside of their service territories will be credited to Rider SCR.

1 **Q. HOW WILL RIDER SCR BE CALCULATED DURING ESP VI?**

2 A. The initial Rider SCR rates implemented in ESP VI will recover the actual Rider SCR
3 deferral balance recorded in ESP V. In order to mitigate bill impacts for CEI customers,
4 this balance will be spread out over 5 years. Because the term of ESP VI is less than 5
5 years, the remaining ESP V Rider SCR deferral balance at the end of ESP VI will be
6 addressed in a subsequent case. After the initial filing, Rider SCR will be updated and
7 reconciled annually on or about August 31st, with rates to be effective November 1st, unless
8 otherwise ordered by the Commission. The revenue requirement will be determined based
9 on the actual incremental storm damage expense related to “major events” from the prior
10 June through May period compared to the baseline amounts in base rates, including a prior
11 period reconciliation, grossed up for CAT. The Rider SCR revenue requirement will be
12 allocated to all rate schedules based on the current approved base distribution revenue
13 allocations. Rider SCR would be applied on a per kWh basis for residential and lighting
14 customers and on a monthly billing demand basis for commercial and industrial customers.
15 An estimate of the initial Rider SCR rate calculation and an illustrative example of the
16 proposed annual updates to Rider SCR are included in Attachment CMU-3. Also, the
17 proposed Rider SCR tariff sheets are included in Attachment CMU-4.

18 **Q. PLEASE DESCRIBE THE PROPOSED RIDER SCR CAPS IN ESP VI.**

19 A. The ESP V Order did not establish annual caps on Rider SCR but reserved the right to
20 establish caps in the 2024 Base Rate Case. In ESP VI, the Companies propose to establish
21 the following annual revenue caps on Rider SCR, including recovery of the ESP V deferral
22 balance: \$14.5 million for OE; \$38.3 million for CEI; and \$1.4 million for TE. These caps
23 are based on two times the historical average of storm damage expense incurred during the

1 2019 to 2024 period, less the baseline amounts proposed by the Companies in the 2024
2 Base Rate Case. If the baseline approved in the 2024 Base Rate Case is different than the
3 Companies' proposal, the caps will need to be updated. Any amounts not recovered in a
4 given year due to these caps will be deferred and recoverable in the following year, subject
5 to the annual cap. Any remaining Rider SCR balances as of the end of ESP VI will be
6 addressed in a future proceeding. Attachment CMU-3 includes the work papers supporting
7 the proposed caps.

8 **Q. PLEASE EXPLAIN THE COMPANIES' PROPOSAL FOR CARRYING**
9 **CHARGES ON RIDER SCR IN ESP VI.**

10 A. In the ESP V Order, the Commission denied the inclusion of carrying charges on
11 unrecovered Rider SCR balances, but also noted that the Companies could seek carrying
12 charges, on a case-by-case basis, where extraordinary circumstances result in an unforeseen
13 delay in the recovery of storm damage expenses. The Companies seek carrying charges
14 effective June 1, 2024 on the Rider SCR balances incurred in ESP V, which include
15 expenses for the major events in August 2024 discussed by Director of Operations Andrew
16 Lubich. Carrying charges are reasonable because the ESP V deferred costs for OE and TE
17 would not be recovered until one year after the start of ESP VI, and for CEI, until five years
18 following the start of ESP VI. In addition, the Companies seek to apply carrying charges
19 on the monthly under- or over-recovered Rider SCR expenses incurred in ESP VI using
20 their approved costs of long-term debt from the most recent base distribution rate case.
21 These carrying charges will account for the regulatory lag on recovery. The impact of this
22 lag can be significant, particularly given the unpredictable and volatile nature of major

1 events. For example, expenses for a “major event” incurred in August would not be fully
2 recovered until October two years later.

3 **Q. WILL RIDER SCR BE SUBJECT TO AUDIT IN ESP VI?**

4 A. Yes. Consistent with the ESP V Order, the Companies propose that the annual Rider SCR
5 update filings made no later than August of each year will also include an application to
6 initiate an audit of actual costs incurred under Rider SCR covering the prior June 1st
7 through May 31st period. Rider SCR would be subject to reconciliation, including, but not
8 limited to increases or refunds, based upon the results of these annual audits.

9 **Q. WHAT BENEFITS WILL CUSTOMERS REALIZE IF RIDER SCR IS**
10 **APPROVED AS PROPOSED IN ESP VI?**

11 A. Rider SCR will support the Companies’ storm restoration efforts described by Mr. Lubich.
12 While the Companies expect that the costs included in Rider SCR would be recoverable
13 even if the rider was not in place, Rider SCR and the associated audit process allow for a
14 timelier review than may otherwise occur between base rate cases. It also provides the
15 opportunity for an audit focused specifically on storm expenses, as opposed to those costs
16 being included as part of a broader review of all costs in a base rate case. Further, Rider
17 SCR would ensure that customers are only paying actual storm expenses incurred,
18 including providing timely credits in the event that actual storm expenses are lower than
19 the applicable baseline amounts, as described above. Rider SCR will help ensure that
20 recovery of the Companies’ storm restoration expenses resulting from “major events”
21 better aligns with the timing of the storm restoration work being done and the service
22 benefits realized. Finally, the proposed revenue caps provide certainty to customers by
23 limiting the amounts customers will pay each year in ESP VI.

1 V. **CONCLUSION**

2 Q. **DOES THIS CONCLUDE YOUR TESTIMONY?**

3 A. Yes.

Vegetation Management Cost Recovery Rider
Estimated Rates Effective ESP VI Year 1
Case No. 25-0092-EL-SSO

	OE	CEI	TE	Total	Notes
(1) Baseline In Base Rates	\$ 26,426,004	\$ 17,490,571	\$ 7,432,649	\$ 51,349,224	Source: Case No. 24-0468-EL-AIR
(2)					
(3) Estimated Minimum Requirements O&M	\$ 28,718,563	\$ 19,202,290	\$ 6,959,504	\$ 54,880,357	Source: Current Company forecast
(4) Estimated EVM O&M	\$ 28,197,654	\$ 15,448,951	\$ 5,243,600	\$ 48,890,205	Source: Current Company forecast
(5) Total Estimated O&M	\$ 56,916,217	\$ 34,651,241	\$ 12,203,104	\$ 103,770,562	Line 3 + Line 4
(6)					
(7) Incremental O&M	\$ 30,490,213	\$ 17,160,670	\$ 4,770,455	\$ 52,421,338	Line 5 - Line 1
(8)					
(9) Inactive Riders ESP V Deferral Balance	\$ (7,593,855)	\$ (2,035,207)	\$ 1,092,408	\$ (8,536,654)	One-time final reconciliation
(10) Rider VMC ESP V Under Recovery	\$ 4,649,694	\$ 2,910,734	\$ 937,820	\$ 8,498,247	One-time final reconciliation
(11) Rider VMC ESP V Deferral Balance	\$ (2,944,162)	\$ 875,527	\$ 2,030,228	\$ (38,407)	Line 9 + Line 10
(12)					
(13) Prior Period Reconciliation	\$ -	\$ -	\$ -	\$ -	Source: Company records
(14)					
(15) Revenue Requirement	\$ 27,546,052	\$ 18,036,197	\$ 6,800,682	\$ 52,382,932	Line 7 + Line 11 + Line 13
(16)					
(17) Revenue Requirement w/ CAT	\$ 27,617,858	\$ 18,083,214	\$ 6,818,410	\$ 52,519,482	Line 15 / (1 - CAT)
(18)					
(19)					
(20) Allocation Factors	OE	CEI	TE		
(21) Rate RS	62.45%	47.55%	57.93%		Source: Case No. 07-551-EL-AIR
(22) Rate GS	27.10%	42.23%	32.13%		Source: Case No. 07-551-EL-AIR
(23) Rate GP	5.20%	0.63%	4.80%		Source: Case No. 07-551-EL-AIR
(24) Rate GSU	0.85%	4.06%	0.11%		Source: Case No. 07-551-EL-AIR
(25) Rate GT	2.19%	0.18%	1.38%		Source: Case No. 07-551-EL-AIR
(26) Rate STL	1.39%	3.53%	2.91%		Source: Case No. 07-551-EL-AIR
(27) Rate POL	0.76%	1.79%	0.69%		Source: Case No. 07-551-EL-AIR
(28) Rate TRF	0.06%	0.03%	0.05%		Source: Case No. 07-551-EL-AIR
(29) Total	100.00%	100.00%	100.00%		Sum (Lines 21-28)
(30)					
(31) Allocation to Rate Schedules	OE	CEI	TE		
(32) Rate RS	\$ 17,247,352	\$ 8,598,568	\$ 3,949,905		Line 17 x Line 21
(33) Rate GS	\$ 7,484,440	\$ 7,636,541	\$ 2,190,755		Line 17 x Line 22
(34) Rate GP	\$ 1,436,129	\$ 113,924	\$ 327,284		Line 17 x Line 23
(35) Rate GSU	\$ 234,752	\$ 734,178	\$ 7,500		Line 17 x Line 24
(36) Rate GT	\$ 604,831	\$ 32,550	\$ 94,094		Line 17 x Line 25
(37) Rate STL	\$ 383,888	\$ 638,337	\$ 198,416		Line 17 x Line 26
(38) Rate POL	\$ 209,896	\$ 323,690	\$ 47,047		Line 17 x Line 27
(39) Rate TRF	\$ 16,571	\$ 5,425	\$ 3,409		Line 17 x Line 28
(40) Total	\$ 27,617,858	\$ 18,083,214	\$ 6,818,410		Sum (Lines 32-39)
(41)					
(42) Annual Units	OE	CEI	TE		
(43) Rate RS (MWh)	9,713,587	5,682,148	2,662,352		Source: Current Company forecast
(44) Rate GS (MW)	22,151	18,812	6,622		Source: Current Company forecast
(45) Rate GP (MW)	7,303	1,193	2,783		Source: Current Company forecast
(46) Rate GSU (MW/MVA)	2,493	7,670	244		Source: Current Company forecast
(47) Rate GT (MVA)	11,754	4,706	11,361		Source: Current Company forecast
(48) Rate STL (MWh)	115,184	109,069	36,219		Source: Current Company forecast
(49) Rate POL (MWh)	31,045	46,644	7,622		Source: Current Company forecast
(50) Rate TRF (MWh)	13,617	15,499	1,958		Source: Current Company forecast
(51)					
(52) Rate	OE	CEI	TE		
(53) Rate RS (\$/kWh)	\$ 0.001776	\$ 0.001513	\$ 0.001484		Line 32 / Line 43 / 1,000
(54) Rate GS (\$/kW)	\$ 0.3379	\$ 0.4059	\$ 0.3308		Line 33 / Line 44 / 1,000
(55) Rate GP (\$/kW)	\$ 0.1966	\$ 0.0955	\$ 0.1176		Line 34 / Line 45 / 1,000
(56) Rate GSU (\$/kW / \$/kVA)	\$ 0.0942	\$ 0.0957	\$ 0.0308		Line 35 / Line 46 / 1,000
(57) Rate GT (\$/kVA)	\$ 0.0515	\$ 0.0069	\$ 0.0083		Line 36 / Line 47 / 1,000
(58) Rate STL (\$/kWh)	\$ 0.003333	\$ 0.005853	\$ 0.005478		Line 37 / Line 48 / 1,000
(59) Rate POL (\$/kWh)	\$ 0.006761	\$ 0.006940	\$ 0.006172		Line 38 / Line 49 / 1,000
(60) Rate TRF (\$/kWh)	\$ 0.001217	\$ 0.000350	\$ 0.001742		Line 39 / Line 50 / 1,000

OE	Year 1	Year 2	Year 3	Total
Baseline In Base Rates	\$ 26,426,004	\$ 26,426,004	\$ 26,426,004	\$ 79,278,011
Estimated Minimum Requirements O&M	\$ 28,718,563	\$ 29,580,120	\$ 30,467,523	\$ 88,766,206
Estimated EVM O&M	\$ 28,197,654	\$ 28,834,194	\$ 29,489,830	\$ 86,521,678
Total Estimated O&M	\$ 56,916,217	\$ 58,414,314	\$ 59,957,354	\$ 175,287,885
Incremental O&M	\$ 30,490,213	\$ 31,988,310	\$ 33,531,350	\$ 96,009,874
Inactive Riders ESP V Deferral Balance	\$ (7,593,855)	\$ -	\$ -	\$ (7,593,855)
Rider VMC ESP V Under Recovery	\$ 4,649,694	\$ -	\$ -	\$ 4,649,694
Rider VMC ESP V Deferral Balance	\$ (2,944,162)	\$ -	\$ -	\$ (2,944,162)
Prior Period Reconciliation	\$ -	\$ -	\$ -	\$ -
Revenue Requirement	\$ 27,546,052	\$ 31,988,310	\$ 33,531,350	\$ 93,065,712
Revenue Requirement w/ CAT	\$ 27,617,858	\$ 32,071,697	\$ 33,618,759	\$ 93,308,314

Allocation Factors

Rate RS	62.45%	62.45%	62.45%	62.45%
Rate GS	27.10%	27.10%	27.10%	27.10%
Rate GP	5.20%	5.20%	5.20%	5.20%
Rate GSU	0.85%	0.85%	0.85%	0.85%
Rate GT	2.19%	2.19%	2.19%	2.19%
Rate STL	1.39%	1.39%	1.39%	1.39%
Rate POL	0.76%	0.76%	0.76%	0.76%
Rate TRF	0.06%	0.06%	0.06%	0.06%
Total	100.00%	100.00%	100.00%	100.00%

Allocation to Rate Schedules

Rate RS	\$ 17,247,352	\$ 20,028,775	\$ 20,994,915	\$ 58,271,042
Rate GS	\$ 7,484,440	\$ 8,691,430	\$ 9,110,684	\$ 25,286,553
Rate GP	\$ 1,436,129	\$ 1,667,728	\$ 1,748,175	\$ 4,852,032
Rate GSU	\$ 234,752	\$ 272,609	\$ 285,759	\$ 793,121
Rate GT	\$ 604,831	\$ 702,370	\$ 736,251	\$ 2,043,452
Rate STL	\$ 383,888	\$ 445,797	\$ 467,301	\$ 1,296,986
Rate POL	\$ 209,896	\$ 243,745	\$ 255,503	\$ 709,143
Rate TRF	\$ 16,571	\$ 19,243	\$ 20,171	\$ 55,985
Total	\$ 27,617,858	\$ 32,071,697	\$ 33,618,759	\$ 93,308,314

Annual Units

Rate RS (MWh)	9,713,587	9,713,587	9,713,587	29,140,760
Rate GS (MW)	22,151	22,151	22,151	66,452
Rate GP (MW)	7,303	7,303	7,303	21,910
Rate GSU (MW/MVA)	2,493	2,493	2,493	7,478
Rate GT (MVA)	11,754	11,754	11,754	35,262
Rate STL (MWh)	115,184	115,184	115,184	345,553
Rate POL (MWh)	31,045	31,045	31,045	93,134
Rate TRF (MWh)	13,617	13,617	13,617	40,850

Rate

Rate RS (\$/kWh)	\$ 0.001776	\$ 0.002062	\$ 0.002161	\$ 0.002000
Rate GS (\$/kW)	\$ 0.3379	\$ 0.3924	\$ 0.4113	\$ 0.3805
Rate GP (\$/kW)	\$ 0.1966	\$ 0.2284	\$ 0.2394	\$ 0.2215
Rate GSU (\$/kW / \$/kVA)	\$ 0.0942	\$ 0.1094	\$ 0.1146	\$ 0.1061
Rate GT (\$/kVA)	\$ 0.0515	\$ 0.0598	\$ 0.0626	\$ 0.0580
Rate STL (\$/kWh)	\$ 0.003333	\$ 0.003870	\$ 0.004057	\$ 0.003753
Rate POL (\$/kWh)	\$ 0.006761	\$ 0.007851	\$ 0.008230	\$ 0.007614
Rate TRF (\$/kWh)	\$ 0.001217	\$ 0.001413	\$ 0.001481	\$ 0.001370

CEI	Year 1	Year 2	Year 3	Total
Baseline In Base Rates	\$ 17,490,571	\$ 17,490,571	\$ 17,490,571	\$ 52,471,712
Estimated Minimum Requirements O&M	\$ 19,202,290	\$ 19,778,359	\$ 20,371,709	\$ 59,352,358
Estimated EVM O&M	\$ 15,448,951	\$ 15,799,048	\$ 16,159,648	\$ 47,407,647
Total Estimated O&M	\$ 34,651,241	\$ 35,577,407	\$ 36,531,357	\$ 106,760,005
Incremental O&M	\$ 17,160,670	\$ 18,086,836	\$ 19,040,787	\$ 54,288,293
Inactive Riders ESP V Deferral Balance	\$ (2,035,207)	\$ -	\$ -	\$ (2,035,207)
Rider VMC ESP V Under Recovery	\$ 2,910,734	\$ -	\$ -	\$ 2,910,734
Rider VMC ESP V Deferral Balance	\$ 875,527	\$ -	\$ -	\$ 875,527
Prior Period Reconciliation	\$ -	\$ -	\$ -	\$ -
Revenue Requirement	\$ 18,036,197	\$ 18,086,836	\$ 19,040,787	\$ 55,163,820
Revenue Requirement w/ CAT	\$ 18,083,214	\$ 18,133,984	\$ 19,090,422	\$ 55,307,620

Allocation Factors

Rate RS	47.55%	47.55%	47.55%	47.55%
Rate GS	42.23%	42.23%	42.23%	42.23%
Rate GP	0.63%	0.63%	0.63%	0.63%
Rate GSU	4.06%	4.06%	4.06%	4.06%
Rate GT	0.18%	0.18%	0.18%	0.18%
Rate STL	3.53%	3.53%	3.53%	3.53%
Rate POL	1.79%	1.79%	1.79%	1.79%
Rate TRF	0.03%	0.03%	0.03%	0.03%
Total	100.00%	100.00%	100.00%	100.00%

Allocation to Rate Schedules

Rate RS	\$ 8,598,568	\$ 8,622,710	\$ 9,077,496	\$ 26,298,773
Rate GS	\$ 7,636,541	\$ 7,657,982	\$ 8,061,885	\$ 23,356,408
Rate GP	\$ 113,924	\$ 114,244	\$ 120,270	\$ 348,438
Rate GSU	\$ 734,178	\$ 736,240	\$ 775,071	\$ 2,245,489
Rate GT	\$ 32,550	\$ 32,641	\$ 34,363	\$ 99,554
Rate STL	\$ 638,337	\$ 640,130	\$ 673,892	\$ 1,952,359
Rate POL	\$ 323,690	\$ 324,598	\$ 341,719	\$ 990,006
Rate TRF	\$ 5,425	\$ 5,440	\$ 5,727	\$ 16,592
Total	\$ 18,083,214	\$ 18,133,984	\$ 19,090,422	\$ 55,307,620

Annual Units

Rate RS (MWh)	5,682,148	5,682,148	5,682,148	17,046,444
Rate GS (MW)	18,812	18,812	18,812	56,436
Rate GP (MW)	1,193	1,193	1,193	3,579
Rate GSU (MW/MVA)	7,670	7,670	7,670	23,009
Rate GT (MVA)	4,706	4,706	4,706	14,118
Rate STL (MWh)	109,069	109,069	109,069	327,207
Rate POL (MWh)	46,644	46,644	46,644	139,931
Rate TRF (MWh)	15,499	15,499	15,499	46,497

Rate

Rate RS (\$/kWh)	\$ 0.001513	\$ 0.001518	\$ 0.001598	\$ 0.001543
Rate GS (\$/kW)	\$ 0.4059	\$ 0.4071	\$ 0.4286	\$ 0.4139
Rate GP (\$/kW)	\$ 0.0955	\$ 0.0958	\$ 0.1008	\$ 0.0974
Rate GSU (\$/kW / \$/kVA)	\$ 0.0957	\$ 0.0960	\$ 0.1011	\$ 0.0976
Rate GT (\$/kVA)	\$ 0.0069	\$ 0.0069	\$ 0.0073	\$ 0.0071
Rate STL (\$/kWh)	\$ 0.005853	\$ 0.005869	\$ 0.006179	\$ 0.005967
Rate POL (\$/kWh)	\$ 0.006940	\$ 0.006959	\$ 0.007326	\$ 0.007075
Rate TRF (\$/kWh)	\$ 0.000350	\$ 0.000351	\$ 0.000370	\$ 0.000357

TE	Year 1	Year 2	Year 3	Total
Baseline In Base Rates	\$ 7,432,649	\$ 7,432,649	\$ 7,432,649	\$ 22,297,948
Estimated Minimum Requirements O&M	\$ 6,959,504	\$ 7,168,289	\$ 7,383,338	\$ 21,511,131
Estimated EVM O&M	\$ 5,243,600	\$ 5,370,908	\$ 5,502,035	\$ 16,116,543
Total Estimated O&M	\$ 12,203,104	\$ 12,539,197	\$ 12,885,373	\$ 37,627,674
Incremental O&M	\$ 4,770,455	\$ 5,106,548	\$ 5,452,724	\$ 15,329,726
Inactive Riders ESP V Deferral Balance	\$ 1,092,408	\$ -	\$ -	\$ 1,092,408
Rider VMC ESP V Under Recovery	\$ 937,820	\$ -	\$ -	\$ 937,820
Rider VMC ESP V Deferral Balance	\$ 2,030,228	\$ -	\$ -	\$ 2,030,228
Prior Period Reconciliation	\$ -	\$ -	\$ -	\$ -
Revenue Requirement	\$ 6,800,682	\$ 5,106,548	\$ 5,452,724	\$ 17,359,954
Revenue Requirement w/ CAT	\$ 6,818,410	\$ 5,119,859	\$ 5,466,938	\$ 17,405,207

Allocation Factors

Rate RS	57.93%	57.93%	57.93%	57.93%
Rate GS	32.13%	32.13%	32.13%	32.13%
Rate GP	4.80%	4.80%	4.80%	4.80%
Rate GSU	0.11%	0.11%	0.11%	0.11%
Rate GT	1.38%	1.38%	1.38%	1.38%
Rate STL	2.91%	2.91%	2.91%	2.91%
Rate POL	0.69%	0.69%	0.69%	0.69%
Rate TRF	0.05%	0.05%	0.05%	0.05%
Total	100.00%	100.00%	100.00%	100.00%

Allocation to Rate Schedules

Rate RS	\$ 3,949,905	\$ 2,965,935	\$ 3,166,997	\$ 10,082,837
Rate GS	\$ 2,190,755	\$ 1,645,011	\$ 1,756,527	\$ 5,592,293
Rate GP	\$ 327,284	\$ 245,753	\$ 262,413	\$ 835,450
Rate GSU	\$ 7,500	\$ 5,632	\$ 6,014	\$ 19,146
Rate GT	\$ 94,094	\$ 70,654	\$ 75,444	\$ 240,192
Rate STL	\$ 198,416	\$ 148,988	\$ 159,088	\$ 506,492
Rate POL	\$ 47,047	\$ 35,327	\$ 37,722	\$ 120,096
Rate TRF	\$ 3,409	\$ 2,560	\$ 2,733	\$ 8,703
Total	\$ 6,818,410	\$ 5,119,859	\$ 5,466,938	\$ 17,405,207

Annual Units

Rate RS (MWh)	2,662,352	2,662,352	2,662,352	7,987,056
Rate GS (MW)	6,622	6,622	6,622	19,866
Rate GP (MW)	2,783	2,783	2,783	8,349
Rate GSU (MW/MVA)	244	244	244	732
Rate GT (MVA)	11,361	11,361	11,361	34,082
Rate STL (MWh)	36,219	36,219	36,219	108,657
Rate POL (MWh)	7,622	7,622	7,622	22,867
Rate TRF (MWh)	1,958	1,958	1,958	5,873

Rate

Rate RS (\$/kWh)	\$ 0.001484	\$ 0.001114	\$ 0.001190	\$ 0.001262
Rate GS (\$/kW)	\$ 0.3308	\$ 0.2484	\$ 0.2653	\$ 0.2815
Rate GP (\$/kW)	\$ 0.1176	\$ 0.0883	\$ 0.0943	\$ 0.1001
Rate GSU (\$/kW / \$/kVA)	\$ 0.0308	\$ 0.0231	\$ 0.0247	\$ 0.0262
Rate GT (\$/kVA)	\$ 0.0083	\$ 0.0062	\$ 0.0066	\$ 0.0070
Rate STL (\$/kWh)	\$ 0.005478	\$ 0.004114	\$ 0.004392	\$ 0.004661
Rate POL (\$/kWh)	\$ 0.006172	\$ 0.004635	\$ 0.004949	\$ 0.005252
Rate TRF (\$/kWh)	\$ 0.001742	\$ 0.001308	\$ 0.001396	\$ 0.001482

TOTAL	Year 1	Year 2	Year 3	Total
Baseline In Base Rates	\$ 51,349,224	\$ 51,349,224	\$ 51,349,224	\$ 154,047,671
Estimated Minimum Requirements O&M	\$ 54,880,357	\$ 56,526,768	\$ 58,222,571	\$ 169,629,695
Estimated EVM O&M	\$ 48,890,205	\$ 50,004,150	\$ 51,151,513	\$ 150,045,868
Total Estimated O&M	\$ 103,770,562	\$ 106,530,918	\$ 109,374,084	\$ 319,675,564
Incremental O&M	\$ 52,421,338	\$ 55,181,694	\$ 58,024,860	\$ 165,627,893
Inactive Riders ESP V Deferral Balance	\$ (8,536,654)	\$ -	\$ -	\$ (8,536,654)
Rider VMC ESP V Under Recovery	\$ 8,498,247	\$ -	\$ -	\$ 8,498,247
Rider VMC ESP V Deferral Balance	\$ (38,407)	\$ -	\$ -	\$ (38,407)
Prior Period Reconciliation	\$ -	\$ -	\$ -	\$ -
Revenue Requirement	\$ 52,382,932	\$ 55,181,694	\$ 58,024,860	\$ 165,589,486
Revenue Requirement w/ CAT	\$ 52,519,482	\$ 55,325,540	\$ 58,176,118	\$ 166,021,141

Allocation Factors

Rate RS	56.73%	56.73%	56.73%	56.73%
Rate GS	32.96%	32.96%	32.96%	32.96%
Rate GP	3.57%	3.57%	3.57%	3.57%
Rate GSU	1.86%	1.86%	1.86%	1.86%
Rate GT	1.39%	1.39%	1.39%	1.39%
Rate STL	2.32%	2.32%	2.32%	2.32%
Rate POL	1.11%	1.11%	1.11%	1.11%
Rate TRF	0.05%	0.05%	0.05%	0.05%
Total	100.00%	100.00%	100.00%	100.00%

Allocation to Rate Schedules

Rate RS	\$ 29,795,826	\$ 31,617,419	\$ 33,239,407	\$ 94,652,652
Rate GS	\$ 17,311,736	\$ 17,994,422	\$ 18,929,096	\$ 54,235,254
Rate GP	\$ 1,877,337	\$ 2,027,726	\$ 2,130,858	\$ 6,035,920
Rate GSU	\$ 976,431	\$ 1,014,481	\$ 1,066,844	\$ 3,057,756
Rate GT	\$ 731,475	\$ 805,665	\$ 846,057	\$ 2,383,198
Rate STL	\$ 1,220,641	\$ 1,234,914	\$ 1,300,281	\$ 3,755,836
Rate POL	\$ 580,632	\$ 603,670	\$ 634,943	\$ 1,819,246
Rate TRF	\$ 25,405	\$ 27,243	\$ 28,632	\$ 81,280
Total	\$ 52,519,482	\$ 55,325,540	\$ 58,176,118	\$ 166,021,141

Annual Units

Rate RS (MWh)	18,058,087	18,058,087	18,058,087	54,174,261
Rate GS (MW)	47,585	47,585	47,585	142,754
Rate GP (MW)	11,279	11,279	11,279	33,837
Rate GSU (MW/MVA)	10,406	10,406	10,406	31,218
Rate GT (MVA)	27,821	27,821	27,821	83,462
Rate STL (MWh)	260,472	260,472	260,472	781,417
Rate POL (MWh)	85,311	85,311	85,311	255,932
Rate TRF (MWh)	31,073	31,073	31,073	93,220

Rate

Rate RS (\$/kWh)	\$ 0.001650	\$ 0.001751	\$ 0.001841	\$ 0.001747
Rate GS (\$/kW)	\$ 0.3638	\$ 0.3782	\$ 0.3978	\$ 0.3799
Rate GP (\$/kW)	\$ 0.1664	\$ 0.1798	\$ 0.1889	\$ 0.1784
Rate GSU (\$/kW / \$/kVA)	\$ 0.0938	\$ 0.0975	\$ 0.1025	\$ 0.0979
Rate GT (\$/kVA)	\$ 0.0263	\$ 0.0290	\$ 0.0304	\$ 0.0286
Rate STL (\$/kWh)	\$ 0.004686	\$ 0.004741	\$ 0.004992	\$ 0.004806
Rate POL (\$/kWh)	\$ 0.006806	\$ 0.007076	\$ 0.007443	\$ 0.007108
Rate TRF (\$/kWh)	\$ 0.000818	\$ 0.000877	\$ 0.000921	\$ 0.000872

Vegetation Management Cost Recovery Rider
Inactive Riders Balance
Case No. 25-0092-EL-SSO

	OE	CEI	TE	Total	Notes
(1) Baseline In Base Rates	\$ 13,534,322	\$ 11,517,829	\$ 4,544,660	\$ 29,596,811	Source: Case No. 07-551-EL-AIR
(2)					
(3) Base Vegetation Spend	\$ 27,169,575	\$ 17,143,512	\$ 7,383,724	\$ 51,696,811	Source: Current Company forecast
(4)					
(5) Incremental Spend	\$ 13,635,253	\$ 5,625,683	\$ 2,839,064	\$ 22,100,000	Line 3 - Line 1
(6)					
(7) Reconciliation of Inactive Tariffs	\$ (13,042,167)	\$ (3,511,639)	\$ 1,892,961	\$ (14,660,846)	One-time final reconciliation
(8)					
(9) Prior Period Reconciliation	\$ -	\$ -	\$ -	\$ -	Source: Company records
(10)					
(11) Revenue Requirement	\$ 593,085	\$ 2,114,044	\$ 4,732,025	\$ 7,439,154	Line 5 + Line 7 + Line 9
(12)					
(13) Revenue Requirement w/ CAT	\$ 594,631	\$ 2,119,555	\$ 4,744,360	\$ 7,458,547	Line 11 / (1 - 0.26%)
(14)					
(15) Current Revenue Collected	\$ 248,405	\$ 891,145	\$ 2,006,440	\$ 3,145,990	Source: Company records
(16)					
(17) % of Revenue Requirement	41.77%	42.04%	42.29%	42.18%	Line 15 / Line 13
(18)					
(19) Collection of Inactive Riders	\$ (5,448,312)	\$ (1,476,433)	\$ 800,553	\$ (6,124,191)	Line 17 x Line 7
(20)					
(21) Remaining Bal. Inactive Riders	\$ (7,593,855)	\$ (2,035,207)	\$ 1,092,408	\$ (8,536,654)	Line 7 - Line 19

RIDER VMC
Vegetation Management Cost Recovery Rider

APPLICABILITY:

Applicable to any customer that takes electric service under the Company's rate schedules. The Vegetation Management Cost Recovery Rider (VMC) charges will apply effective for service rendered beginning [DATE]. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

RATE:

RS (all kWhs, per kWh)	X.XXXX¢
GS (per kW of Billing Demand)	\$X.XXXX
GP (per kW of Billing Demand)	\$X.XXXX
GSU (per kW of Billing Demand)	\$X.XXXX
GT (per kVa of Billing Demand)	\$X.XXXX
STL (all kWhs, per kWh)	X.XXXX¢
TRF (all kWhs, per kWh)	X.XXXX¢
POL (all kWhs, per kWh)	X.XXXX¢

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on an annual basis. No later than April 1st 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 June 1st of each year. To the extent permitted by law, 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.

RIDER VMC
Vegetation Management Cost Recovery Rider

APPLICABILITY:

Applicable to any customer that takes electric service under the Company's rate schedules. The Vegetation Management Cost Recovery Rider (VMC) charges will apply effective for service rendered beginning [DATE]. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

RATE:

RS (all kWhs, per kWh)	X.XXXX¢
GS (per kW of Billing Demand)	\$X.XXXX
GP (per kW of Billing Demand)	\$X.XXXX
GSU (per kVa of Billing Demand)	\$X.XXXX
GT (per kVa of Billing Demand)	\$X.XXXX
STL (all kWhs, per kWh)	X.XXXX¢
TRF (all kWhs, per kWh)	X.XXXX¢
POL (all kWhs, per kWh)	X.XXXX¢

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on an annual basis. No later than April 1st 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 June 1st of each year. To the extent permitted by law, 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.

RIDER VMC
Vegetation Management Cost Recovery Rider

APPLICABILITY:

Applicable to any customer that takes electric service under the Company's rate schedules. The Vegetation Management Cost Recovery Rider (VMC) charges will apply effective for service rendered beginning [DATE]. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

RATE:

RS (all kWhs, per kWh)	X.XXXX¢
GS (per kW of Billing Demand)	\$X.XXXX
GP (per kW of Billing Demand)	\$X.XXXX
GSU (per kVa of Billing Demand)	\$X.XXXX
GT (per kVa of Billing Demand)	\$X.XXXX
STL (all kWhs, per kWh)	X.XXXX¢
TRF (all kWhs, per kWh)	X.XXXX¢
POL (all kWhs, per kWh)	X.XXXX¢

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on an annual basis. No later than April 1st 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 June 1st of each year. To the extent permitted by law, 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.

Storm Cost Recovery Rider
Illustrative Rates Effective Year 1
Case No. 25-0092-EL-SSO

<u>Line</u>	<u>Line Item</u>	<u>OE</u>	<u>CEI</u>	<u>TE</u>	<u>Total</u>	<u>Notes</u>
(1)	Rider SCR ESP V Balance	\$ 279,817	\$ 72,364,615	\$ (704,066)	\$ 71,940,366	P. 3, line 1
(2)	Accumulated Interest	\$ 11,589	\$ 9,104,072	\$ (21,685)	\$ 9,093,975	P. 3, line 2
(3)	Rider SCR ESP V Balance w/ Interest	\$ 291,406	\$ 81,468,687	\$ (725,751)	\$ 81,034,342	Line 1 + Line 2
(4)						
(5)	Amortization	\$ 291,406	\$ 16,293,737	\$ (725,751)	\$ 15,859,392	Line 3 / 5
(6)						
(7)	ESP VI Deferral Balance	\$ -	\$ -	\$ -	\$ -	No actuals included in Year 1
(8)						
(9)	Revenue Requirement before Cap	\$ 291,406	\$ 16,293,737	\$ (725,751)	\$ 15,859,392	Line 5 + Line 7
(10)						
(11)	Annual Cap for Recovery	\$ 14,500,000	\$ 38,300,000	\$ 1,400,000	\$ 54,200,000	P. 4, line 10
(12)						
(13)	Revenue Requirement After Cap	\$ 291,406	\$ 16,293,737	\$ (725,751)	\$ 15,859,392	Min (Lines 9, 11)
(14)						
(15)	Revenue Requirement w/ CAT	\$ 292,166	\$ 16,336,212	\$ (727,643)	\$ 15,900,734	Line 13 / (1 - CAT)
(16)						
(17)						
(18)	Allocation Factors	OE	CEI	TE		
(19)	Rate RS	62.45%	47.55%	57.93%		Source: Case No. 07-551-EL-AIR
(20)	Rate GS	27.10%	42.23%	32.13%		Source: Case No. 07-551-EL-AIR
(21)	Rate GP	5.20%	0.63%	4.80%		Source: Case No. 07-551-EL-AIR
(22)	Rate GSU	0.85%	4.06%	0.11%		Source: Case No. 07-551-EL-AIR
(23)	Rate GT	2.19%	0.18%	1.38%		Source: Case No. 07-551-EL-AIR
(24)	Rate STL	1.39%	3.53%	2.91%		Source: Case No. 07-551-EL-AIR
(25)	Rate POL	0.76%	1.79%	0.69%		Source: Case No. 07-551-EL-AIR
(26)	Rate TRF	0.06%	0.03%	0.05%		Source: Case No. 07-551-EL-AIR
(27)	Total	100.00%	100.00%	100.00%		Sum (Lines 19 -26)
(28)						
(29)	Allocation to Rate Schedules	OE	CEI	TE		
(30)	Rate RS	\$ 182,457	\$ 7,767,869	\$ (421,524)		Line 15 x Line 19
(31)	Rate GS	\$ 79,177	\$ 6,898,782	\$ (233,792)		Line 15 x Line 20
(32)	Rate GP	\$ 15,193	\$ 102,918	\$ (34,927)		Line 15 x Line 21
(33)	Rate GSU	\$ 2,483	\$ 663,250	\$ (800)		Line 15 x Line 22
(34)	Rate GT	\$ 6,398	\$ 29,405	\$ (10,041)		Line 15 x Line 23
(35)	Rate STL	\$ 4,061	\$ 576,668	\$ (21,174)		Line 15 x Line 24
(36)	Rate POL	\$ 2,220	\$ 292,418	\$ (5,021)		Line 15 x Line 25
(37)	Rate TRF	\$ 175	\$ 4,901	\$ (364)		Line 15 x Line 26
(38)	Total	\$ 292,166	\$ 16,336,212	\$ (727,643)		Sum (Lines 30 -37)
(39)						
(40)	Annual Units	OE	CEI	TE		
(41)	Rate RS (MWh)	9,713,587	5,682,148	2,662,352		Source: Current Company forecast
(42)	Rate GS (MW)	22,151	18,812	6,622		Source: Current Company forecast
(43)	Rate GP (MW)	7,303	1,193	2,783		Source: Current Company forecast
(44)	Rate GSU (MW/MVA)	2,493	7,670	244		Source: Current Company forecast
(45)	Rate GT (MVA)	11,754	4,706	11,361		Source: Current Company forecast
(46)	Rate STL (MWh)	115,184	109,069	36,219		Source: Current Company forecast
(47)	Rate POL (MWh)	31,045	46,644	7,622		Source: Current Company forecast
(48)	Rate TRF (MWh)	13,617	15,499	1,958		Source: Current Company forecast
(49)						
(50)	Rate	OE	CEI	TE		
(51)	Rate RS (\$/kWh)	\$ 0.000019	\$ 0.001367	\$ (0.000158)		Line 30 / Line 41 / 1,000
(52)	Rate GS (\$/kW)	\$ 0.0036	\$ 0.3667	\$ (0.0353)		Line 31 / Line 42 / 1,000
(53)	Rate GP (\$/kW)	\$ 0.0021	\$ 0.0863	\$ (0.0126)		Line 32 / Line 43 / 1,000
(54)	Rate GSU (\$/kW / \$/kVA)	\$ 0.0010	\$ 0.0865	\$ (0.0033)		Line 33 / Line 44 / 1,000
(55)	Rate GT (\$/kVA)	\$ 0.0005	\$ 0.0062	\$ (0.0009)		Line 34 / Line 45 / 1,000
(56)	Rate STL (\$/kWh)	\$ 0.000035	\$ 0.005287	\$ (0.000585)		Line 35 / Line 46 / 1,000
(57)	Rate POL (\$/kWh)	\$ 0.000072	\$ 0.006269	\$ (0.000659)		Line 36 / Line 47 / 1,000
(58)	Rate TRF (\$/kWh)	\$ 0.000013	\$ 0.000316	\$ (0.000186)		Line 37 / Line 48 / 1,000
	Rate RS Bill impacts at 750 kWh					
	Current Bill	\$ 141.64	\$ 141.31	\$ 142.19		Source: Attachment DP-1
	Rider SCR Charge/Credit	\$ 0.01	\$ 1.03	\$ (0.12)		Line 49 * 750
	% Impact	0.0%	0.7%	-0.1%		Rider SCR Charge / Current Bill

Line	Line Item	OE	CEI	TE	Total	Notes
(1)	Rider SCR ESP V Balance	\$ -	\$ 72,364,615	\$ -	\$ 72,364,615	P. 3, line 1
(2)	Accumulated Interest	\$ -	\$ 9,104,072	\$ -	\$ 9,104,072	P. 3, line 2
(3)	Rider SCR ESP V Balance w/ Interest	\$ -	\$ 81,468,687	\$ -	\$ 81,468,687	Line 1 + Line 2
(4)						
(5)	Amortization	\$ -	\$ 16,293,737	\$ -	\$ 16,293,737	Line 3 / 5
(6)						
(7)	ESP VI Deferral Balance	\$ 14,500,000	\$ 22,006,263	\$ 1,400,000	\$ 37,906,263	Illustrative estimates
(8)						
(9)	Revenue Requirement before Cap	\$ 14,500,000	\$ 38,300,000	\$ 1,400,000	\$ 54,200,000	Line 5 + Line 7
(10)						
(11)	Annual Cap for Recovery	\$ 14,500,000	\$ 38,300,000	\$ 1,400,000	\$ 54,200,000	P. 4, line 10
(12)						
(13)	Revenue Requirement After Cap	\$ 14,500,000	\$ 38,300,000	\$ 1,400,000	\$ 54,200,000	Min (Lines 9, 11)
(14)						
(15)	Revenue Requirement w/ CAT	\$ 14,537,798	\$ 38,399,840	\$ 1,403,649	\$ 54,341,287	Line 13 / (1 - CAT)
(16)						
(17)						
(18)	Allocation Factors	OE	CEI	TE		
(19)	Rate RS	62.45%	47.55%	57.93%		Source: Case No. 07-551-EL-AIR
(20)	Rate GS	27.10%	42.23%	32.13%		Source: Case No. 07-551-EL-AIR
(21)	Rate GP	5.20%	0.63%	4.80%		Source: Case No. 07-551-EL-AIR
(22)	Rate GSU	0.85%	4.06%	0.11%		Source: Case No. 07-551-EL-AIR
(23)	Rate GT	2.19%	0.18%	1.38%		Source: Case No. 07-551-EL-AIR
(24)	Rate STL	1.39%	3.53%	2.91%		Source: Case No. 07-551-EL-AIR
(25)	Rate POL	0.76%	1.79%	0.69%		Source: Case No. 07-551-EL-AIR
(26)	Rate TRF	0.06%	0.03%	0.05%		Source: Case No. 07-551-EL-AIR
(27)	Total	100.00%	100.00%	100.00%		Sum (Lines 19 -26)
(28)						
(29)	Allocation to Rate Schedules	OE	CEI	TE		
(30)	Rate RS	\$ 9,078,855	\$ 18,259,124	\$ 813,134		Line 15 x Line 19
(31)	Rate GS	\$ 3,939,743	\$ 16,216,252	\$ 450,993		Line 15 x Line 20
(32)	Rate GP	\$ 755,966	\$ 241,919	\$ 67,375		Line 15 x Line 21
(33)	Rate GSU	\$ 123,571	\$ 1,559,033	\$ 1,544		Line 15 x Line 22
(34)	Rate GT	\$ 318,378	\$ 69,120	\$ 19,370		Line 15 x Line 23
(35)	Rate STL	\$ 202,075	\$ 1,355,514	\$ 40,846		Line 15 x Line 24
(36)	Rate POL	\$ 110,487	\$ 687,357	\$ 9,685		Line 15 x Line 25
(37)	Rate TRF	\$ 8,723	\$ 11,520	\$ 702		Line 15 x Line 26
(38)	Total	\$ 14,537,798	\$ 38,399,840	\$ 1,403,649		Sum (Lines 30 -37)
(39)						
(40)	Annual Units	OE	CEI	TE		
(41)	Rate RS (MWh)	9,713,587	5,682,148	2,662,352		Source: Current Company forecast
(42)	Rate GS (MW)	22,151	18,812	6,622		Source: Current Company forecast
(43)	Rate GP (MW)	7,303	1,193	2,783		Source: Current Company forecast
(44)	Rate GSU (MW/MVA)	2,493	7,670	244		Source: Current Company forecast
(45)	Rate GT (MVA)	11,754	4,706	11,361		Source: Current Company forecast
(46)	Rate STL (MWh)	115,184	109,069	36,219		Source: Current Company forecast
(47)	Rate POL (MWh)	31,045	46,644	7,622		Source: Current Company forecast
(48)	Rate TRF (MWh)	13,617	15,499	1,958		Source: Current Company forecast
(49)						
(50)	Rate	OE	CEI	TE		
(51)	Rate RS (\$/kWh)	\$ 0.000935	\$ 0.003213	\$ 0.000305		Line 30 / Line 41 / 1,000
(52)	Rate GS (\$/kW)	\$ 0.1779	\$ 0.8620	\$ 0.0681		Line 31 / Line 42 / 1,000
(53)	Rate GP (\$/kW)	\$ 0.1035	\$ 0.2028	\$ 0.0242		Line 32 / Line 43 / 1,000
(54)	Rate GSU (\$/kW / \$/kVA)	\$ 0.0496	\$ 0.2033	\$ 0.0063		Line 33 / Line 44 / 1,000
(55)	Rate GT (\$/kVA)	\$ 0.0271	\$ 0.0147	\$ 0.0017		Line 34 / Line 45 / 1,000
(56)	Rate STL (\$/kWh)	\$ 0.001754	\$ 0.012428	\$ 0.001128		Line 35 / Line 46 / 1,000
(57)	Rate POL (\$/kWh)	\$ 0.003559	\$ 0.014736	\$ 0.001271		Line 36 / Line 47 / 1,000
(58)	Rate TRF (\$/kWh)	\$ 0.000641	\$ 0.000743	\$ 0.000359		Line 37 / Line 48 / 1,000
	Rate RS Bill impacts at 750 kWh					
	Current Bill	\$ 141.64	\$ 141.31	\$ 142.19		Source: Attachment DP-1
	Rider SCR Charge/Credit	\$ 0.70	\$ 2.41	\$ 0.23		Line 49 * 750
	% Impact	0.5%	1.7%	0.2%		Rider SCR Charge / Current Bill

Line Item	OE	CE	TE	Total	Notes / Source
(1) Rider SCR ESP V Deferral Balance	\$ 279,817	\$ 72,364,615	\$ (704,066)	\$ 71,940,366	Source: ESP V balance with interest
(2) Interest over recovery period	\$ 11,589	\$ 9,104,072	\$ (21,685)	\$ 9,093,975	Line 70. Calculated using mid-month balance.
(3) Total Amount to be Amortized	\$ 291,406	\$ 81,468,687	\$ (725,751)	\$ 81,034,342	Line 1 + Line 2
(4)					
(5) Cost of Long-Term Debt	7.10%	4.87%	5.28%		Source: Case No. 24-0468-EL-AIR
(6)					
(7)					

Month	OE				CEI				TE			
	Beg. Balance	Amortization	End. Balance	Interest	Beg. Balance	Amortization	End. Balance	Interest	Beg. Balance	Amortization	End. Balance	Interest
(10) Month 1	\$ 279,817	\$ 23,318	\$ 256,499	\$ 1,725	\$ 72,364,615	\$ 1,206,077	\$ 71,158,538	\$ 296,127	\$ (704,066)	\$ (58,672)	\$ (645,394)	\$ (3,227)
(11) Month 2	\$ 256,499	\$ 23,318	\$ 233,181	\$ 1,587	\$ 71,158,538	\$ 1,206,077	\$ 69,952,461	\$ 291,232	\$ (645,394)	\$ (58,672)	\$ (586,722)	\$ (2,969)
(12) Month 3	\$ 233,181	\$ 23,318	\$ 209,863	\$ 1,449	\$ 69,952,461	\$ 1,206,077	\$ 68,746,385	\$ 286,338	\$ (586,722)	\$ (58,672)	\$ (528,050)	\$ (2,711)
(13) Month 4	\$ 209,863	\$ 23,318	\$ 186,545	\$ 1,311	\$ 68,746,385	\$ 1,206,077	\$ 67,540,308	\$ 281,443	\$ (528,050)	\$ (58,672)	\$ (469,377)	\$ (2,452)
(14) Month 5	\$ 186,545	\$ 23,318	\$ 163,227	\$ 1,173	\$ 67,540,308	\$ 1,206,077	\$ 66,334,231	\$ 276,548	\$ (469,377)	\$ (58,672)	\$ (410,705)	\$ (2,194)
(15) Month 6	\$ 163,227	\$ 23,318	\$ 139,908	\$ 1,035	\$ 66,334,231	\$ 1,206,077	\$ 65,128,154	\$ 271,654	\$ (410,705)	\$ (58,672)	\$ (352,033)	\$ (1,936)
(16) Month 7	\$ 139,908	\$ 23,318	\$ 116,590	\$ 897	\$ 65,128,154	\$ 1,206,077	\$ 63,922,077	\$ 266,759	\$ (352,033)	\$ (58,672)	\$ (293,361)	\$ (1,678)
(17) Month 8	\$ 116,590	\$ 23,318	\$ 93,272	\$ 759	\$ 63,922,077	\$ 1,206,077	\$ 62,716,000	\$ 261,864	\$ (293,361)	\$ (58,672)	\$ (234,689)	\$ (1,420)
(18) Month 9	\$ 93,272	\$ 23,318	\$ 69,954	\$ 621	\$ 62,716,000	\$ 1,206,077	\$ 61,509,923	\$ 256,970	\$ (234,689)	\$ (58,672)	\$ (176,017)	\$ (1,162)
(19) Month 10	\$ 69,954	\$ 23,318	\$ 46,636	\$ 483	\$ 61,509,923	\$ 1,206,077	\$ 60,303,846	\$ 252,075	\$ (176,017)	\$ (58,672)	\$ (117,344)	\$ (904)
(20) Month 11	\$ 46,636	\$ 23,318	\$ 23,318	\$ 345	\$ 60,303,846	\$ 1,206,077	\$ 59,097,769	\$ 247,180	\$ (117,344)	\$ (58,672)	\$ (58,672)	\$ (645)
(21) Month 12	\$ 23,318	\$ 23,318	\$ (0)	\$ 207	\$ 59,097,769	\$ 1,206,077	\$ 57,891,692	\$ 242,286	\$ (58,672)	\$ (58,672)	\$ 0	\$ (387)
(22) Month 13					\$ 57,891,692	\$ 1,206,077	\$ 56,685,615	\$ 237,391				
(23) Month 14					\$ 56,685,615	\$ 1,206,077	\$ 55,479,538	\$ 232,496				
(24) Month 15					\$ 55,479,538	\$ 1,206,077	\$ 54,273,461	\$ 227,602				
(25) Month 16					\$ 54,273,461	\$ 1,206,077	\$ 53,067,385	\$ 222,707				
(26) Month 17					\$ 53,067,385	\$ 1,206,077	\$ 51,861,308	\$ 217,812				
(27) Month 18					\$ 51,861,308	\$ 1,206,077	\$ 50,655,231	\$ 212,918				
(28) Month 19					\$ 50,655,231	\$ 1,206,077	\$ 49,449,154	\$ 208,023				
(29) Month 20					\$ 49,449,154	\$ 1,206,077	\$ 48,243,077	\$ 203,128				
(30) Month 21					\$ 48,243,077	\$ 1,206,077	\$ 47,037,000	\$ 198,234				
(31) Month 22					\$ 47,037,000	\$ 1,206,077	\$ 45,830,923	\$ 193,339				
(32) Month 23					\$ 45,830,923	\$ 1,206,077	\$ 44,624,846	\$ 188,444				
(33) Month 24					\$ 44,624,846	\$ 1,206,077	\$ 43,418,769	\$ 183,550				
(34) Month 25					\$ 43,418,769	\$ 1,206,077	\$ 42,212,692	\$ 178,655				
(35) Month 26					\$ 42,212,692	\$ 1,206,077	\$ 41,006,615	\$ 173,761				
(36) Month 27					\$ 41,006,615	\$ 1,206,077	\$ 39,800,538	\$ 168,866				
(37) Month 28					\$ 39,800,538	\$ 1,206,077	\$ 38,594,462	\$ 163,971				
(38) Month 29					\$ 38,594,462	\$ 1,206,077	\$ 37,388,385	\$ 159,077				
(39) Month 30					\$ 37,388,385	\$ 1,206,077	\$ 36,182,308	\$ 154,182				
(40) Month 31					\$ 36,182,308	\$ 1,206,077	\$ 34,976,231	\$ 149,287				
(41) Month 32					\$ 34,976,231	\$ 1,206,077	\$ 33,770,154	\$ 144,393				
(42) Month 33					\$ 33,770,154	\$ 1,206,077	\$ 32,564,077	\$ 139,498				
(43) Month 34					\$ 32,564,077	\$ 1,206,077	\$ 31,358,000	\$ 134,603				
(44) Month 35					\$ 31,358,000	\$ 1,206,077	\$ 30,151,923	\$ 129,709				
(45) Month 36					\$ 30,151,923	\$ 1,206,077	\$ 28,945,846	\$ 124,814				
(46) Month 37					\$ 28,945,846	\$ 1,206,077	\$ 27,739,769	\$ 119,919				
(47) Month 38					\$ 27,739,769	\$ 1,206,077	\$ 26,533,692	\$ 115,025				
(48) Month 39					\$ 26,533,692	\$ 1,206,077	\$ 25,327,615	\$ 110,130				
(49) Month 40					\$ 25,327,615	\$ 1,206,077	\$ 24,121,538	\$ 105,235				
(50) Month 41					\$ 24,121,538	\$ 1,206,077	\$ 22,915,462	\$ 100,341				
(51) Month 42					\$ 22,915,462	\$ 1,206,077	\$ 21,709,385	\$ 95,446				
(52) Month 43					\$ 21,709,385	\$ 1,206,077	\$ 20,503,308	\$ 90,551				
(53) Month 44					\$ 20,503,308	\$ 1,206,077	\$ 19,297,231	\$ 85,657				
(54) Month 45					\$ 19,297,231	\$ 1,206,077	\$ 18,091,154	\$ 80,762				
(55) Month 46					\$ 18,091,154	\$ 1,206,077	\$ 16,885,077	\$ 75,867				
(56) Month 47					\$ 16,885,077	\$ 1,206,077	\$ 15,679,000	\$ 70,973				
(57) Month 48					\$ 15,679,000	\$ 1,206,077	\$ 14,472,923	\$ 66,078				
(58) Month 49					\$ 14,472,923	\$ 1,206,077	\$ 13,266,846	\$ 61,183				
(59) Month 50					\$ 13,266,846	\$ 1,206,077	\$ 12,060,769	\$ 56,289				
(60) Month 51					\$ 12,060,769	\$ 1,206,077	\$ 10,854,692	\$ 51,394				
(61) Month 52					\$ 10,854,692	\$ 1,206,077	\$ 9,648,615	\$ 46,499				
(62) Month 53					\$ 9,648,615	\$ 1,206,077	\$ 8,442,538	\$ 41,605				
(63) Month 54					\$ 8,442,538	\$ 1,206,077	\$ 7,236,462	\$ 36,710				
(64) Month 55					\$ 7,236,462	\$ 1,206,077	\$ 6,030,385	\$ 31,815				
(65) Month 56					\$ 6,030,385	\$ 1,206,077	\$ 4,824,308	\$ 26,921				
(66) Month 57					\$ 4,824,308	\$ 1,206,077	\$ 3,618,231	\$ 22,026				
(67) Month 58					\$ 3,618,231	\$ 1,206,077	\$ 2,412,154	\$ 17,131				
(68) Month 59					\$ 2,412,154	\$ 1,206,077	\$ 1,206,077	\$ 12,237				
(69) Month 60					\$ 1,206,077	\$ 1,206,077	\$ (0)	\$ 7,342				
(70) Total	\$ 279,817		\$ 11,589		\$ 72,364,615		\$ 9,104,072		\$ (704,066)		\$ (21,685)	

Storm Cost Recovery Rider
Proposed Rider SCR Caps
Case No. 25-0092-EL-SSO

		OE	CEI	TE	Total	
(1)	2019	\$ 6,593,131	\$ 13,524,551	\$ 2,018,284	\$ 22,135,967	Actual "Major Event" O&M
(2)	2020	\$ 19,065,913	\$ 12,331,368	\$ 368,987	\$ 31,766,267	Actual "Major Event" O&M
(3)	2021	\$ 2,811,382	\$ 15,593,122	\$ 763,370	\$ 19,167,874	Actual "Major Event" O&M
(4)	2022	\$ 9,085,175	\$ 2,007,070	\$ 691,822	\$ 11,784,068	Actual "Major Event" O&M
(5)	2023	\$ 48,912,864	\$ 20,122,890	\$ 3,290,129	\$ 72,325,883	Actual "Major Event" O&M
(6)	2024	\$ 8,826,329	\$ 89,529,439	\$ 1,227,097	\$ 99,582,865	Actual "Major Event" O&M
(7)	Avg 19-24	\$ 15,882,466	\$ 25,518,073	\$ 1,393,281	\$ 42,793,821	Sum (Lines 1-6)
(8)	Average x2	\$ 31,764,932	\$ 51,036,147	\$ 2,786,563	\$ 85,587,641	Line 7 x 2
(9)	Baseline	\$ 17,293,693	\$ 12,715,800	\$ 1,426,518	\$ 31,436,012	Source: Case No. 24-468-EL-AIR
(10)	Rider SCR Caps	\$ 14,500,000	\$ 38,300,000	\$ 1,400,000	\$ 54,200,000	Line 8 - Line 9 (rounded)

RIDER SCR
Storm Cost Recovery Rider

APPLICABILITY:

Applicable to any customer that takes electric service under the Company's rate schedules. The Storm Cost Recovery Rider ("SCR") charges will apply effective for service rendered beginning [DATE]. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

RATE:

RS (all kWhs, per kWh)	X.XXXX¢
GS (per kW of Billing Demand)	\$X.XXXX
GP (per kW of Billing Demand)	\$X.XXXX
GSU (per kW of Billing Demand)	\$X.XXXX
GT (per kVa of Billing Demand)	\$X.XXXX
STL (all kWhs, per kWh)	X.XXXX¢
TRF (all kWhs, per kWh)	X.XXXX¢
POL (all kWhs, per kWh)	X.XXXX¢

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on an annual basis. No later than August 31st 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 November 1st of each year. To the extent permitted by law, 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.

RIDER SCR
Storm Cost Recovery Rider

APPLICABILITY:

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RATE:

RS (all kWhs, per kWh)	X.XXXX¢
GS (per kW of Billing Demand)	\$X.XXXX
GP (per kW of Billing Demand)	\$X.XXXX
GSU (per kVa of Billing Demand)	\$X.XXXX
GT (per kVa of Billing Demand)	\$X.XXXX
STL (all kWhs, per kWh)	X.XXXX¢
TRF (all kWhs, per kWh)	X.XXXX¢
POL (all kWhs, per kWh)	X.XXXX¢

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RIDER SCR
Storm Cost Recovery Rider

APPLICABILITY:

Applicable to any customer that takes electric service under the Company's rate schedules. The Storm Cost Recovery Rider ("SCR") charges will apply effective for service rendered beginning [DATE]. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

RATE:

RS (all kWhs, per kWh)	X.XXXX¢
GS (per kW of Billing Demand)	\$X.XXXX
GP (per kW of Billing Demand)	\$X.XXXX
GSU (per kVa of Billing Demand)	\$X.XXXX
GT (per kVa of Billing Demand)	\$X.XXXX
STL (all kWhs, per kWh)	X.XXXX¢
TRF (all kWhs, per kWh)	X.XXXX¢
POL (all kWhs, per kWh)	X.XXXX¢

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