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Statewide Cases

PUCO Directs Staff to Submit Application Packages to Receive Grid Resilience Formula Grant Program Funding (Case No. 22-755-AU-COI)

Summary: This week, the Public Utilities Commission of Ohio (PUCO) directed Staff to submit to the U.S. Dept. of Energy (DOE) the applications of Ohio Edison, Duke Energy Ohio, AEP Ohio, the City of Columbus, South Central Power Company, and the Village of New Knoxville. The PUCO also directed Staff to request from the U.S. DOE an allocation of funds for year three of the Program.

First Energy

OMAEG Joins Settlement in Grid Modernization Phase II (Case No. 22-704-EL-UNC)

Summary: As you may recall, in July 2022, FirstEnergy requested approval of Phase II of its Distribution Grid Modernization Plan, which would collect over \$626 million from customers. The Plan proposed several costly and anti-competitive programs, and included numerous infrastructure “upgrades” that had not been demonstrated to actually improve grid reliability or benefit customers.

OMAEG and numerous other parties signed a settlement that significantly reduces the overall costs and requires FirstEnergy to create hosting capacity maps, offset operational benefits, incorporate the auditor’s various Phase I recommendations, establish a new revenue allocation more favorable to manufacturers, and eliminate the utility-owned battery energy storage system and electric vehicle charging proposals.

(Continued)

**Chestnut Commerce Center Seeks to Participate in Rider NMB Pilot
(Case No. 24-388-EL-AEC)**

Summary: Chestnut Commerce Center, which is an industrial and business complex that houses six tenants in industries such as product testing, transportation logistics, metal engraving, storage facilities, and data processing and cryptocurrency mining, applied for a reasonable arrangement with Ohio Edison to participate in FirstEnergy's Rider NMB Pilot for the duration of the Pilot's existence. FirstEnergy's pending fifth electric security plan—which will most likely go into effect before this application approved or disapproved—proposes to end the Pilot and replace it with Rider NMB 2, which will be applicable to all non-residential customers with interval or advanced meters. Both the Pilot and Rider NMB 2 are designed so that customers are billed for their transmission costs based on their network service peak load rather than monthly billing demand, which allows these customers greater control over their individual transmission costs. Chestnut states that its participation in the Pilot will not result in any costs being reallocated to other customers.