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PUCO

September 10, 2007

Ms. Renee J. Jenkins
Director, Administration Department
Secretary to the Commission
Docketing Division
The Public Utilities Commission of Ohio
180 East Broad Street
Columbus, OH 43266-5073

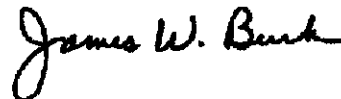
Re: Application on Remand
Case No. 07- 1003 -EL-ATA, Case No. 07- 1004 -EL-AAM

Dear Ms. Jenkins:

Please file this letter, the Application and all of the attachments thereto as Ohio Edison Company's, The Cleveland Electric Illuminating Company's and The Toledo Edison Company's ("Companies") request to implement a recovery mechanism to recover certain increased fuel costs deferred during the 2006-2008 time period as previously approved in Case Nos. 03-2144-EL-ATA, *et seq.* and 05-1125-EL-ATA, *et seq.* This Application arises as a result of The Supreme Court of Ohio's August 29, 2007, Opinion remanding to the Commission for consideration of one aspect of the Rate Certainty Plan, which had been previously approved by the Commission in Case No. 05-1125-EL-ATA, *et seq.* This Application is limited to establishing a remedy to that single aspect of the Rate Certainty Plan subject to the Court's remand.

Thank you for your assistance in this matter. Please contact me if you have any questions concerning this matter.

Very truly yours,



James W. Burk

Enc.

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**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)	
Edison Company for Authority to)	Case No. 07-__-EL-ATA
Modify Certain Accounting Practices)	Case No. 07-__-EL-AAM
and for Tariff Approvals)	

APPLICATION ON REMAND

Ohio Edison Company (hereinafter "OE"), The Cleveland Electric Illuminating Company (hereinafter "CEI"), and The Toledo Edison Company (hereinafter "TE", with OE, CEI and TE, collectively referred to as the "Companies"), each of which is an electric light company and a public utility pursuant to Sections 4905.02 and 4905.03 O.R.C., hereby request to implement the recovery mechanism proposed herein to recover fuel costs deferred during the 2006-2008 time period, as previously approved in Case Nos. 03-2144-EL-ATA, et seq. and 05-1125-EL-ATA, et seq. The Companies request that the recovery mechanism commence no later than with the first October 2007 billing cycle continuing through December 2008, with a reconciliation component expected to continue through the first quarter of 2009. This Application arises as a result of the Supreme Court of Ohio's (the "Court") August 29, 2007 Opinion remanding to the Public Utilities Commission of Ohio (the "Commission") for consideration of one aspect of the Rate Certainty Plan , which had been previously approved by the Commission in Case No. 05-1125-EL-ATA, et seq. This Application is limited to establishing a remedy to that single aspect of the Rate Certainty Plan subject to the Court's remand.

Background

On August 4, 2004, the Commission, as part of its approval of the Companies Rate Stabilization Plan, Case No. 03-2144-EL-ATA et al.¹ (the "RSP"), approved a mechanism to allow the Companies to recover fuel costs as compared to comparable fuel costs incurred during the base line year of 2002. In that case the Commission also approved 2006-2008 as the recovery period, subject to reconciliation. As a first step toward implementing this provision of the RSP, the Companies instituted a proceeding with the Commission under Case No. 05-704-EL-ATA to recover their fuel costs through a rider mechanism (the "Initial Fuel Cost Recovery Proceeding"). Subsequently, on September 9, 2005, the Companies filed their Rate Certainty Plan, Case No. 05-1125-EL-ATA, et al. (together with the Stipulation and Recommendation, the "RCP") and included an alternative to the Initial Fuel Cost Recovery Proceeding, which was later consolidated with the RCP proceeding. Among other terms, the RCP, as approved by the Commission, established cash recovery of a portion of the fuel costs during the 2006-2008 period (the "Fuel Recovery Mechanism" or "FRM") and authorized the deferral for future recovery of certain fuel costs in the Companies' next distribution rate case that exceed the 2002 base line cost level and that are not recovered through the FRM. The balance of the fuel deferrals with carrying charges would be recovered over 25 years, beginning in 2009, subject to Commission approval.

On August 29, 2007, the Court affirmed the RCP in all respects save one: it held that the Commission violated Section 4928.02(G) O.R.C. when it authorized the Companies to collect

¹ The Commission's approval of the RSP was affirmed in pertinent part by the Court in *Ohio Consumers' Counsel v. Pub. Util. Comm.* (2006), 109 Ohio St. 3d 328, 2006-Ohio-2110.

deferred fuel costs through future distribution rate cases. Elyria Foundry Co. Pub. Util. Comm. 114 Ohio St.3d 305, 2007-Ohio-4164. The Court reversed the Commission's order on this sole issue and remanded the case to the Commission to modify the RCP to comply with the Court's decision.

In response to the Court's decision, the Companies hereby request to establish the recovery mechanism described herein to remedy the single issue remanded by the Court.²

RECOVERY MECHANISM

The Companies propose two generation-related fuel cost recovery riders (collectively "Riders") applicable to retail customers of the Companies to collect actual fuel costs in 2006, 2007 and 2008 above the 2002 baseline and in excess of FRM revenues. Applicable retail customers include all tariff customers and those customers served on special contracts that permit such increases.

The Companies request that these new Riders be implemented on a bills-rendered basis commencing with the first October 2007 billing cycle and continuing through the December 2008 billing cycles, with a reconciliation component in each Rider continuing through the first quarter of 2009 or until all deferred fuel costs and carrying charges are recovered. The reconciliation mechanism will ensure that the Companies do not over collect or under collect fuel costs above the 2002 base line cost level and associated carrying charges incurred during the 2006-2008 time period.

² The Companies will be seeking reconsideration of the Court's decision. Should reconsideration be granted and the RCP affirmed in all respects, the Companies would withdraw this filing, as it would be rendered moot.

Due to the nature of the changes in rates to be implemented in 2009, as well as provisions of the RSP that provide for fuel cost recovery ending in 2008, the Companies request recovery of fuel costs that have been deferred or would have been deferred under the RCP by the end of 2008. The uncertainty arising from the potential for legislative changes in the foreseeable future further adds to the need to complete recovery of fuel costs prior to 2009. Additionally, recovery of costs by December 31, 2008 reduces carrying charges incurred prior to December 31, 2008 and charges which otherwise would have occurred beyond 2008, thereby reducing the nominal cost to customers.

The request for recovery of deferred fuel costs by the end of 2008 stems from both the unbundled rate structure approved by the Commission and by the aforementioned Court decision in the RCP case. The approved unbundled rate structure undergoes a substantial change at the end of 2008, at which time the existing generation rate structure is no longer applicable pursuant to the terms of the Commission-approved RCP. The means by which generation service will be available to customers after 2008 is not known with certainty at this time. While not yet approved, the Companies have proposed a competitive bidding process to procure generation in the post-2008 period in Case No. 07-796-EL-ATA, et al., as noted above. As a result of the uncertainty surrounding the provision of generation service after 2008, coupled with the Court's mandate that the distribution rate case process not be the vehicle for recovery of deferred fuel costs, the Companies' proposal is the most reasonable recovery mechanism available to provide the means of recovering deferred fuel costs which exist today and which will continue to exist through the end of 2008.

Description of the Proposed Riders

The Companies propose two separate Riders, with each proposed Rider containing a cents/kWh charge applicable to retail customers. The first Rider provides recovery of fuel costs deferred from the inception of the fuel deferral under the RCP through September 30, 2007, plus Commission-approved carrying costs on the unrecovered deferred cost balance. The second Rider provides recovery of ongoing fuel costs (those incurred after September 30, 2007 through December 31, 2008). Finally, both Riders contain a reconciliation component, the purpose of which is to ensure that the Companies recover no more or less than eligible costs under the Riders. The reconciliation component may be positive or negative depending upon actual costs and recovery.³

Deferred Fuel Cost Recovery Rider: Recovery of fuel costs deferred from inception of the fuel deferral through Sept. 30, 2007

Under the RCP, the Companies have deferred for future recovery specified fuel costs in excess of the 2002 baseline amount and not recovered through the FRM. The Companies filed the level of projected deferred cost as of September 30, 2007 (Case No. 07-551-EL-AIR, et al. see WPC-3.5c). This value is the actual deferred fuel cost as of May 31, 2007 with projected amounts for June through September 2007. This level of deferred fuel cost, in addition to Commission-approved carrying charges, is divided by the projected eligible energy sales for the period October 1, 2007 through December 31, 2008. The resulting amount represents the

³ Riders for each Company are included as Attachments 5A and 5B for Ohio Edison, 6A and 6B for CEI, and 7A and 7B for Toledo Edison.

Deferred Fuel Cost Recovery Rider ("Deferred Fuel Rider").⁴ Revenues are proposed to be collected based upon the Deferred Fuel Rider amount multiplied by the kWh sales of customers to which the Deferred Fuel Rider applies. To the extent that projected costs for the period June through September 2007 or the projected revenue for the period October 1, 2007 through December 31, 2008 differ from actual costs or revenue for those periods, such differences will be reflected in the reconciliation component with appropriate carrying charges. Similarly, if the Deferred Fuel Rider takes effect later than the first October 2007 billing cycle, the Deferred Fuel Rider will be increased to reflect additional months of deferred costs together with decreased energy sales due to fewer months over which to recover the costs.

Fuel Cost Recovery Rider: Recovery of ongoing deferred fuel costs and carrying charges on a quarterly basis

On an ongoing basis, eligible fuel costs under the RCP continue to be determined and recorded to the appropriate account. The Fuel Cost Recovery Rider ("Fuel Rider") is designed to recover these ongoing changes to the account, on a quarterly basis, from energy usage billed during that quarter. The Fuel Rider will be the sum of projected costs for the calendar quarter divided by kWh sales. Any differences between the actual fuel cost and the revenues, either over or under recovery, from the Fuel Rider will be deferred and recovered through the reconciliation component of this Rider. If the Rider takes effect later than the first October 2007 billing cycle, the Fuel Rider will be adjusted to account for less than a calendar quarter. To the extent that projected costs or projected revenue for any calendar quarter differs from actual costs or revenue

⁴ Page 1 of Attachment 1, Attachment 2 and Attachment 3 shows calculations of the values for the Riders for Ohio Edison, CEI and Toledo Edison respectively.

for that quarter, such differences will be reflected in the reconciliation component with appropriate carrying charges.⁵

Reconciliation Component

The Companies also propose an ongoing reconciliation component in each of the two Riders to be applicable in subsequent Rider values. This reconciliation component will equal the difference between actual deferred fuel costs and revenues received from the application of the Riders, as well as carrying charges, either accruing to the Companies or customers for any under or over collection. As previously indicated, the purpose of the reconciliation component is to ensure that the Companies recover no more or less than the costs it has been authorized to recover. Moreover, actual costs and revenues for August through December of 2008 will be reconciled with projected costs and revenues for that period with recovery expected in the first quarter of 2009.⁶ Further, any variance between the level of fuel costs proposed to be recovered through the Riders and the level ultimately approved for recovery by the Commission will be accounted for through the reconciliation mechanism. The Application also seeks approval of accounting modifications to implement the proposed reconciliation mechanism because carrying charges at the Commission approved rate are accrued on the quarterly reconciliation balance and included in the reconciliation adjustments.

⁵ Values for the initial 2007 Riders are shown on Attachment 4 to this Application.

⁶ Illustrations of the reconciliation for the Deferred Fuel Rider are shown on page 2 of Attachments 1, 2 and 3 for Ohio Edison, CEI and Toledo Edison, respectively. Illustrations of the reconciliation for the Fuel Rider are shown on page 3 of Attachments 1, 2 and 3 for Ohio Edison, CEI and Toledo Edison, respectively.

Impact of the Riders on Shopping Credits

The Court specifically affirmed the Commission's approval of shopping credits in the RCP, expressly recognizing how incremental fuel costs in both the FRM and deferred fuel amounts were added to the shopping credit. The proposed structure in this Application is consistent with the Commission's approval in that shopping credits will continue to reflect fuel costs above the 2002 baseline amount as further described below.

The FRM, as approved by the Commission in the RCP, established cash recovery of a portion of the fuel costs during the 2006-2008 period. The FRM is currently, and will continue to be, added to the Shopping Credit Adder. The Shopping Credit Adder is the mechanism whereby fuel costs over the 2002 baseline are added to the Companies' shopping credits.

While shopping credits currently reflect both the FRM and an amount for the deferred portion of fuel costs above the 2002 baseline, the Companies propose in this Application that the Fuel Rider, intended to recover ongoing fuel costs,⁷ be added to the FRM to comprise the total Shopping Credit Adder for OE and TE. For CEI, the Shopping Credit Adder will equal the value of the Fuel Rider only.⁸ This modified Shopping Credit Adder will provide a more current estimate of fuel costs than that which was established in the RCP.⁹

⁷ Ongoing fuel costs are those incurred after September 30, 2007 through December 31, 2008.

⁸ CEI has no FRM.

⁹ The revised Shopping Credit Adder Riders, both redline and clean versions, are included as Attachments 8, 9 and 10 for OE, CEI and TE respectively. Initial values for the revised Shopping Credit Adders are shown on Attachment 4.

The Deferred Fuel Rider, intended to recover fuel costs deferred from the inception of the fuel deferral under the RCP through September 30, 2007 and carrying charges through December 2008 on the fuel costs deferred, will not be added to shopping credits.¹⁰

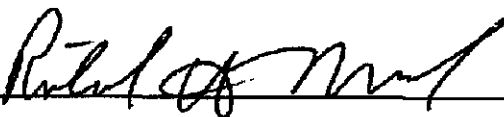
Procedural Schedule

As described above, the sooner the Riders can be implemented, the lower the nominal cost to customers. No hearing is required under R.C. 4909.18 to establish these new Riders unless the Commission finds the Application unjust and unreasonable. Therefore, the Companies propose that the Riders be implemented with the first October 2007 billing cycle, with the Riders initially established and implemented at the level proposed herein by the Companies. The Companies further propose that while the Riders are in effect, interested parties be given an opportunity to provide comments and reply comments on the Companies' proposal. Initial Comments are proposed to be due 15 days following the filing of this proposal and Reply Comments 15 days following the date for filing of Initial Comments. Thereafter, the Commission may render its decision regarding the structure and the specific level of fuel cost recovery through the Riders. Any variance between the amount initially included in the Riders and the final approved amount would be reconciled through the proposed reconciliation mechanism. This approach will expedite recovery of the deferred fuel costs, thereby reducing the level of the Riders and overall cost to customers, and assures accurate cost recovery for the Companies. Upon Commission approval of this Application, the Companies will file revised tariff sheets reflecting the Riders and the Shopping Credit Adder discussed herein.

¹⁰ The Shopping Credit Adder will reflect all fuel costs on a current basis (FRM + Fuel Rider). The Deferred Fuel Rider will not be reflected in the Shopping Credit Adder.

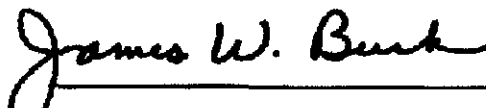
NOW, THEREFORE, the Companies urge the Commission to issue its Order on Remand that adopts and approves this Application which requests to implement the recovery mechanism described herein to recover certain fuel costs that were or would have been deferred during the 2006-2008 time period and requests implementation of such mechanism no later than the first October 2007 billing cycle through the December 2008 billing cycles, with a reconciliation component continuing through the first quarter of 2009. The Companies urge the Commission to approve this Application as filed and proposed herein without change, and to do so in an expeditious fashion.

Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

By 
Senior Vice President

By 
Assistant Corporate Secretary

Attorneys for Applicants


James W. Burk, Counsel of Record
Senior Attorney
Mark A. Hayden
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On behalf of Ohio Edison Company,
The Cleveland Electric Illuminating Company,
and The Toledo Edison Company

VERIFICATION

STATE OF OHIO)
) ss.
COUNTY OF SUMMIT)

The undersigned, being first duly sworn, state that they have the authority to verify the foregoing Application of Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company (collectively, the "Companies") to implement a recovery mechanism to recover certain fuel costs that were or would have been deferred during the 2006 – 2008 time period. Also, they state that they have read said Application and are familiar with the contents in support; and that all of the statements contained in said filing made on behalf of the Companies are true and correct to the best of their knowledge and belief.



Richard H. Marsh
Senior Vice President & CFO

Ohio Edison Company
The Cleveland Electric Illuminating Co.
The Toledo Edison Company



Edward J. Udovich
Assistant Corporate Secretary

Ohio Edison Company
The Cleveland Electric Illuminating Co.
The Toledo Edison Company

Sworn to and subscribed before me, a notary public, in and for said County and State, this 10th day of September, 2007.



Notary Public

Kathleen Anne Grant
Notary Public, State of Ohio
Resident of Summit County
My Commission Expires Nov. 8, 2009.

OHIO EDISON COMPANY
Attachment 1 Page 1

Period A	Fuel Deferral		Deferred Fuel Costs		Quarterly Mwh Sales K	Quarterly Mwh Sales M	Deferred Fuel Cost Recovery Rider W/O Reconciliation Rate (cents/kwh) O = 1/M/10	Fuel Cost Recovery Rider W/O Reconciliation (cents/kwh) Q
	Principal C	Interest E	Total G	To Recover H				
Balance, February 28, 2007	\$ 60,579,162.05	\$ 2,237,723.49	\$ 62,816,885.54					
March 2007	Actual Deferrals							
April 2007	1,626,419.34	322,977.98	1,949,297.32					
May 2007	4,678,303.88	340,456.30	5,018,762.18					
	2,073,874.32	358,829.59	2,432,703.91					
Balance, May 31, 2007	\$ 68,857,759.59	\$ 3,259,886.36	\$ 72,117,645.95					
Estimated Deferrals								
June 2007	6,094,064.14	414,277.04	6,508,341.18					
July 2007	6,400,953.09	449,085.60	6,849,038.69					
August 2007	6,174,267.86	482,266.26	6,656,537.12					
September 2007	5,475,604.14	514,276.32	5,989,880.46					
October 2007	4,474,104.26	525,762.71	4,999,866.97					
November 2007	2,948,816.60	491,270.79	3,437,087.29					
December 2007	4,234,095.07	458,644.02	4,690,739.09					
January 2008	6,404,866.05	419,685.79	6,824,551.84					
February 2008	7,457,166.06	383,255.04	7,840,420.12					
March 2008	7,952,539.81	347,743.39	8,300,283.00					
April 2008	7,108,442.96	313,744.27	7,420,187.23					
May 2008	7,908,835.26	280,343.73	7,790,278.98					
June 2008	7,848,797.30	244,591.56	8,093,388.86					
July 2008	8,678,122.51	205,990.36	8,885,112.87					
August 2008	8,448,854.58	167,131.48	8,615,986.04					
September 2008	8,852,987.19	128,965.58	8,981,952.72					
October 2008	4,985,592.88	92,621.93	5,078,214.81					
November 2008	4,852,716.87	57,815.66	4,910,532.32					
December 2008	7,169,793.83	20,206.64	7,190,000.47					
	\$ 189,905,008.64	\$ 9,292,062.87	\$ 199,197,071.51					
				Total		31,616,400		
January 2009						2,382,300		
February 2009						2,132,200		
March 2009						2,215,500		

	Actual	Deferred Fuel Recovery Rider Revenue	Actual	Deferred Fuel Recovery Rider Expense	Difference
					(140)

Reconciliation of Fuel Cost Recovery Rider

Period	Projected Fuel Cost Recovery Rider Revenue With Reconciliation		Actual Fuel Deferral Expense (Actual Less Projected)		Actual Revenue Recovered AP (Input)		Actual Less Projected Revenue (Lagged 2 Mo)		Reconciliation Adjustment		Fuel Cost Recovery Rider W/ Reconciliation Adjustment	
	AJ = AW * K * 10 AJ = AW * K * 10	AL (Input)	AN = Sum AL - Sum C (Lagged 2 Mo)	AR = Sum AP - Sum AJ (Lagged 2 Mo)	AS = AN + AR AT = AS * Int Rate Sum AT	AV = AU / M AW = Q + AV	Interest	Total	Total	Total	gKWh	gKWh
Balance, February 23, 2007												
March 2007												
April 2007												
May 2007												
Balance, May 31, 2007												
June 2007												
July 2007												
August 2007												
September 2007												
October 2007												
November 2007												
December 2007												
January 2008												
February 2008												
March 2008												
April 2008												
May 2008												
June 2008												
July 2008												
August 2008												
September 2008												
October 2008												
November 2008												
December 2008												
January 2009												
February 2009												
March 2009												
Balance, May 31, 2009												

*Actual Fuel Recovery Rider Revenue =
*Actual Fuel Recovery Rider Expense =
Difference = (028)

Attachment 2 Page 1

21,674,530

Attachment 2 Page 2

"Actual" Deferred Fuel Recovery Rider Revenue		Difference
"Actual" Deferred Fuel Recovery Rider Expense		

Period	Deferred Fuel Cost Recovery Rider W/ Reconciliation Adjustment \$/MWh	AH = O+ AG
Balance, February 28, 2007		

March 2007
April 2007
May 2007

Balance, May 31, 2007

June 2007		
July 2007		
August 2007		
September 2007		
October 2007		
November 2007		
December 2007		
January 2008		
February 2008		
March 2008		
April 2008		0.28626
May 2008		
June 2008		
July 2008		
August 2008		
September 2008		
October 2008		0.28531
November 2008		
December 2008		

January 2009	0
February 2009	
March 2009	

Reconciliation of Fuel Cost Recovery Rider									
Period	Projected Fuel Cost Recovery Rider		Fuel Deferral		Actual Fuel		Actual Less		Fuel Cost Recovery Rider W/ Reconciliation Adjustment \$/MWh
	Revenue With Reconciliation $AJ = AW * K * 10$ $AJ = AW * K * 10$	Reconciliation $AJ = AW * K * 10$	Expense (Actual Less Projected)	Deferral (Principal)	Recovered AP (Input)	Projected Revenue (Lagged 2 Mo)	Reconciliation Adjustment Total		
Balance, February 28, 2007									
March 2007									
April 2007									
May 2007									
Balance, May 31, 2007									
June 2007									
July 2007									
August 2007									
September 2007									
October 2007									
November 2007	2,448,787	2,950,000				2,700,000			
December 2007	2,772,142	2,700,000				2,770,000			
January 2008	4,931,897	4,500,000				4,700,000			
February 2008									
March 2008									
April 2008									
May 2008	4,888,045	5,200,000				5,150,000			
June 2008	5,470,748	5,300,000				5,125,000			
July 2008	5,689,327	5,650,000				5,850,000			
August 2008									
September 2008									
October 2008									
November 2008									
December 2008									
January 2009									
February 2009									
March 2009									
64,880,391									

Reconciliation of Deferred Fuel Cost Recovery Rider

Period	Projected Deferred Recovery Rider Revenue With Reconciliation				Fuel Deferral Expense				Actual Fuel Deferral Expense				Actual Less Projected Revenue				Reconciliation Adjustment				Deferred Fuel Cost Recovery Rider W/ Reconciliation Adjustment			
	U = O * K * 10	U = AH * K * 10	U = O * K * 10	U = AH * K * 10	Actual Fuel Deferral (Principal)	Change in Compound Interest for Actual Exp	Projected Change in Interest	Actual Less Projected Revenue (Lagged 2 Mo)	Actual Revenue Recovered AA (Input)	Actual Revenue Recovered AA (Input)	Actual Less Projected Revenue (Lagged 2 Mo)	Reconciliation Adjustment AD = Y + AC	Reconciliation Interest AE = Int R * (U-AA)	Total AF = AD + AE	Total AG = AF + M	Deferred Fuel Cost Recovery Rider W/ Reconciliation Adjustment \$/MWh	Deferred Fuel Cost Recovery Rider W/ Reconciliation Adjustment \$/MWh							
Balance, February 28, 2007																	M = Projected mwh's							
March 2007																								
April 2007																								
May 2007																								
Balance, May 31, 2007																								
June 2007																								
July 2007																								
August 2007																								
September 2007																								
October 2007																								
November 2007																								
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August 2008																								
September 2008																								
October 2008																								
November 2008																								
December 2008																								
27,547,012																								
January 2009																								
February 2009																								
March 2009																								
(-1,767,121)																								

Actual Deferred Fuel Recovery Rider Revenue =
 Actual Deferred Fuel Recovery Rider Expense =
 Difference = (1)

Reconciliation of Fuel Cost Recovery Rider

Period A	Projected Fuel Cost Recovery Rider Revenue With Reconciliation AJ = AW * K * 10 AJ = AV * K * 10		Fuel Deferral Expense (Actual Less Projected) AN = Sum AL - Sum C (Lagged 2 Mo)		Actual Revenue Recovered AP (Input)		Actual Less Projected Revenue AR = Sum AP - Sum AJ (Lagged 2 Mo)		Reconciliation Interest AS = AN + AR AT = AS * Int. Rate Sum AT		Reconciliation Adjustment Total AU = AS + Sum AT		Total g/kWh AV = AU / M AW = Q + AV		Fuel Cost Recovery Rider W/ Reconciliation Adjustment g/kWh AW = Q + AV	
	SAMPLE INPUT		SAMPLE INPUT		SAMPLE INPUT		SAMPLE INPUT		SAMPLE INPUT		SAMPLE INPUT		SAMPLE INPUT		SAMPLE INPUT	
Balance, February 28, 2007																
March 2007																
April 2007																
May 2007																
Balance, May 31, 2007																
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October 2008																
November 2008																
December 2008																
January 2009																
February 2009																
March 2009																

"Actual" Fuel Recovery Rider Revenue =
"Actual" Fuel Recovery Rider Expense =
Difference =

128

Attachment 4

Initial Values for Deferred Fuel Cost Recovery Rider

For Billing Cycles Beginning October, 2007 Through December, 2007

Ohio Edison:	0.32339 cents / kWh
Cleveland Electric Illuminating:	0.32201 cents / kWh
Toledo Edison:	0.31037 cents / kWh

Initial Values for Fuel Cost Recovery Rider

For Billing Cycles Beginning October, 2007 Through December, 2007

Ohio Edison:	0.18944 cents / kWh
Cleveland Electric Illuminating:	0.18509 cents / kWh
Toledo Edison:	0.18131 cents / kWh

Values for Shopping Credit Adder

For Billing Cycles Beginning October, 2007 Through December, 2007

Ohio Edison:	0.38444 cents / kWh
Cleveland Electric Illuminating:	0.18509 cents / kWh
Toledo Edison:	0.55131 cents / kWh

DEFERRED FUEL COST RECOVERY RIDER**DRAFT**

This Deferred Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from January 2006 through September 2007 in accordance with Case 05-1125-EL-ATA, et al.

The Deferred Fuel Cost Recovery Rider Charge shall equal 0.32339¢ per kWh.

The Deferred Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Deferred Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated _____, in Case No. _____, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: _____

FUEL COST RECOVERY RIDER**DRAFT**

This Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from October 2007 through December 2008 in accordance with Case 05-1125-EL-ATA, et al.

The Fuel Cost Recovery Rider Charge shall equal 0.18944¢ per kWh.

The Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated _____, in Case No. _____, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: _____

DEFERRED FUEL COST RECOVERY RIDER**DRAFT**

This Deferred Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from January 2006 through September 2007 in accordance with Case 05-1125-EL-ATA, et al.

The Deferred Fuel Cost Recovery Rider Charge shall equal 0.32201¢ per kWh.

The Deferred Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Deferred Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated _____, in Case No. _____, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: _____

FUEL COST RECOVERY RIDER**DRAFT**

This Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from October 2007 through December 2008 in accordance with Case 05-1125-EL-ATA, et al.

The Fuel Cost Recovery Rider Charge shall equal 0.18509¢ per kWh.

The Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated _____, in Case No. _____, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: _____

DEFERRED FUEL COST RECOVERY RIDER**DRAFT**

This Deferred Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from January 2006 through September 2007 in accordance with Case 05-1125-EL-ATA, et al.

The Deferred Fuel Cost Recovery Rider Charge shall equal 0.31037¢ per kWh.

The Deferred Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Deferred Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated _____, in Case No. _____, before _____

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: _____

FUEL COST RECOVERY RIDER**DRAFT**

This Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from October 2007 through December 2008 in accordance with Case 05-1125-EL-ATA, et al.

The Fuel Cost Recovery Rider Charge shall equal 0.18131¢ per kWh.

The Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated _____, in Case No. _____, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: _____

SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of October 2007 through December 2007. The amount of this adder reflects the amount set forth on the Fuel Recovery Mechanism Rider (Sheet 100) plus the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.38444¢ per kWh.

SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of January October 1, 2007 through December 31, 2007. The amount of this adder reflects the increased fuel costs during the immediately prior year based on that year's increased fuel costs (calculated by using nine months' actual and three months' projected increased fuel costs) amount set forth on the Fuel Recovery Mechanism Rider (Sheet 100) plus the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.394038444¢ per kWh.

Filed pursuant to Order dated December 20, 2006 _____, in Case No. 06-1335-EL-ATA _____, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: January October 1, 2007

Rider 26 - SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of October 2007 through December 2007. The amount of this adder reflects the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.18509¢ per kWh.

Filed pursuant to Order dated _____, in Case No. _____, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: October 1, 2007

The Cleveland Electric Illuminating Company
Cleveland, Ohio

P.U.C.O. No. 13

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Rider 26 - SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of January October-1, 2007 through December-31, 2007. The amount of this adder reflects the fuel deferrals booked during the immediately prior year based on that year's fuel deferrals (calculated by using nine months' actual and three months' projected fuel deferrals.) amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.2480,18509¢ per kWh.

Filed pursuant to Order dated December 20, 2006, in Case No. 96-1335-EL-ATA, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: January-October 1, 2007

Rider No. 23 - SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of October 2007 through December 2007. The amount of this adder reflects the amount set forth on the Fuel Recovery Mechanism Rider (Sheet 100) plus the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.55131¢ per kWh.

ATTACHMENT 10

The Toledo Edison Company
Toledo, Ohio

P.U.C.O. No. 8

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1st 2nd Revised Page 1 of 1

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Rider No. 23 - SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of January 1, October 2007 through December 31, 2007. The amount of this adder reflects the increased fuel costs during the immediately prior year based on that year's increased fuel costs (calculated by using nine months' actual and three months' projected increased fuel costs.) amount set forth on the Fuel Recovery Mechanism Rider (Sheet 100) plus the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.3940.55131¢ per kWh.

Filed pursuant to Order dated December 20, 2006 _____, in Case No. 06-1335-EL-ATA _____, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: January-October 1, 2007

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Application of Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company was delivered via regular U.S. Mail to the following this 10th day of September, 2007:

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