



MidAmerican Energy Company  
Schedule of Rates For  
Electric Service in Illinois

Ill C. C. No. 10  
Original Sheet No. 503

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## RIDER TS – TRANSMISSION SERVICE

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### PURPOSE

*The purpose of Rider TS-Transmission Service is to provide for the recovery of costs, fees and charges related to Transmission Service and other related services necessary for the provision of power and energy by MidAmerican Energy Company.*

### APPLICATION

*Rider TS is applicable to* all price schedules for electric service. *Rider TS* The Transmission Service (TS) will be applied to all kW or kWh sales, depending upon rate class, under Bundled Power and Energy Service rate schedules. ~~The cost recovery factors are applied on a monthly basis to either kWh or kW units, depending upon customer class, for the purpose of billing. The TS factor shall be applied as a separate charge. The *Rider TS* cost recovery factors shall be determined annually per the formulae below and shall apply monthly to bills **as a separate charge**. All provisions of the customer's current applicable rate schedule will apply in addition to this charge.~~

### DETERMINATION OF RIDER TS TRANSMISSION SERVICE FACTOR

Annually, the *Rider TS kWh charge factor per kWh* for a customer class whose rates do not include a demand charge shall be calculated as follows:

Where:

$$T_{S_{ce}} = \frac{M \times R_c \pm A_c \pm O_{ce}}{S_{ce}} \pm C_{ce}$$

*Where:*

$T_{S_{ce}}$  = *Rider TS* Transmission Service Charge Per kWh: The amount in dollars per kWh, rounded to the nearest \$0.00001, to be charged for each kWh in any monthly billing period to customer class "c" for forecasted transmission costs allocated to the customer class "c".

M = MISO costs in Dollars: The sum of the forecasted MISO Schedule 10, Schedule 10-FERC, Schedule 26 and Schedule 26-A costs assessed to MidAmerican on behalf of its Illinois retail load plus forecasted Illinois imputed charges under MISO Schedule 1 and Schedule 9 beginning April 1 of each year.



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$A_c$  = Annual Adjustment **Charge** Factor in Dollars: The over- or under-collection for customer class “c” for the previous **calendar** year calculated as the actual transmission expenses attributable to customer class “c” compared to actual revenue recovery from **Rider TS** ~~the Transmission Service Charge~~ for customer class “c” from the previous **calendar year** ~~12-month period ending in December~~.

$O_{ce}$  = **Commission Ordered Adjustment in Dollars: An adjustment amount resulting from a Commission Order in a reconciliation proceeding for customer class “c”, plus the calculated interest attributable to the O component. Interest shall be at a rate established by the Commission under 83 Ill. Adm. Code 280.70(e)(1). Interest on the O component shall be applied from the end of the reconciliation period until the O component is refunded or charged to customers through the  $TS_{ce}$ .**

$R_c$  = Class Allocation: The allocated share to customer class “c” based on the 12 monthly maximum demands for Bundled Power and Energy Service customers using the actual class and total Bundled Power and Energy Service peak demands from the most recent calendar year historical period for which such data is available.

$S_{ce}$  = Retail Sales in kWh: The normal weather Illinois jurisdictional retail sales for customer class “c” as forecasted by MidAmerican for the upcoming year, **April through March**, in which  $TS_{ce}$  will be applied.

$C_{ce}$  = Midyear Adjustment in Dollars per kWh where:

$$C_{ce} = \frac{(M_1 - M) \times R_c}{S_{ce}}$$

Where variables have the same meaning as defined above, with the addition of:

$M_1$  = Revised MISO costs in Dollars: The sum of the revised forecasted or actual MISO Schedule 10, Schedule 10-FERC, Schedule 26 and Schedule 26-A costs assessed to MidAmerican on behalf of its Illinois retail load plus forecasted or calculated charges under MISO Schedule 1 and Schedule 9 beginning with the month of implementation.



$S_{cre}$  = Retail Sales in kWh for the Remaining Period: The normal weather Illinois jurisdictional retail sales for customer class "c" as forecasted by MidAmerican for the period, *through March*, in which  $C_{ce}$  will be used.



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Annually, the **Rider TS kW-charge factor per kW** for a customer class whose rates include a demand charge shall be calculated as follows:

Where:

$$TS_{cd} = \frac{M \times R_c \pm A_c \pm O_{cd}}{S_{cd}} \pm C_{cd}$$

**Where:**

$TS_{cd}$  = **Rider TS Transmission Service Charge Per kW**: The amount in dollars per kW, rounded to the nearest \$0.01, to be charged for each kW in any monthly billing period to customer class “c” for forecasted transmission costs allocated to the customer class “c”.

M,  $A_c$ ,  $R_c$  and  $M_1$  are as specified for  $TS_{ce}$

$O_{cd}$  = **Commission Ordered Adjustment in Dollars: An adjustment amount resulting from a Commission Order in a reconciliation proceeding for customer class “c”, plus the calculated interest attributable to the O component. Interest shall be at a rate established by the Commission under 83 Ill. Adm. Code 280.70(e)(1). Interest on the O component shall be applied from the end of the reconciliation period until the O component is refunded or charged to customers through the  $TS_{cd}$ .**

$S_{cd}$  = Retail Demands in kW: The sum of the monthly normal weather Illinois jurisdictional retail demands for customer class “c” as projected by MidAmerican for the upcoming year, **April through March**, in which  $TS_{cd}$  will be applied.

$C_{cd}$  = Midyear Adjustment in Dollars per kW where:

$$C_{cd} = \frac{(M_1 - M) \times R_c}{S_{cd}}$$

Where variables have the same meaning as defined above, with the addition of:



$S_{\text{crd}}$  = Retail Demand in kW for the Remaining Period: The sum of the monthly normal weather Illinois jurisdictional retail demands for customer class "c" as projected by MidAmerican for the period, **through March**, in which  $C_{\text{cd}}$  will be used.



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### ANNUAL REPORTS

#### Transmission Service Report:

~~The Company must prepare an annual report that summarizes the operation of the Transmission Service Charge mechanisms for the previous contract period. Such report must be submitted to the ICC in an informational filing, with copies of such report provided to the Manager of the Staff's Accounting Department and the Director of the Staff's Financial Analysis Division by April 30, beginning in 2015. Such report must be verified by an officer of the Company.~~

#### Internal Audit Report:

The Company shall perform **an** annual internal audits of costs and revenues recorded under Rider TS **for the previous calendar year, except the first such audit shall extend from the month in which the TS rates are first applied through December 31, 2015**, and submit such reports to the Manager of the Commission's Accounting Department with a confidential copy to the Chief Clerk by April 30 for the previous report. **The internal audit shall include, but is not limited to:**

- 1. A test that costs recovered through Rider TS are associated with the Commission approved MISO expenses and not recovered through other approved tariffs;**
- 2. A test of customer bills that Rider TS rates are calculated correctly and are properly billed to customers; and**
- 3. A test that Rider TS revenues are properly stated and recorded in appropriate accounts.**

~~The Company may include the Internal Audit Report as part of the verified Transmission Service Report to the Commission~~ **shall submit a report that summarizes the results of the audit to the ICC in an informational filing, with a copy to the Manager of the Accounting Department of the Commission's Financial Analysis Division, no later than April 30 each year, beginning in 2016. Such report shall be verified by an officer of the Company.**



**Annual Reconciliation:**

Beginning on or before March ~~1-20, 2016~~ of each year and continuing each year thereafter where **Rider TS** ~~the Transmission Service Charge~~ remains in effect, the Company shall **file a petition with the Commission seeking initiation of an annual review to provide for correction of any accounting errors that may occur in the application of the provisions of this Rider for the prior year and** include an annual reconciliation report with its proposed rates for **effective** April 1. Such filing shall reconcile actual by-class **Rider TS** ~~Transmission Service Charge~~ costs allowed and actual customer class revenues collected for the previous **calendar year** ~~twelve months ending December~~, **except the first such reconciliation shall extend from the month in which the TS rates are first applied through December 31, 2015.** The ~~reconciliation~~ **Any over- or under-collected amount** shall be the adjustment factor "A" defined above and included in the calculation of new rates.



**Adjustments:**

~~The current TS factor may also be adjusted whenever MISO billed costs change as a result of changes in the rates of the applicable MISO schedules defined in term M, above, or when actual transmission expenses are expected to deviate by over fifty percent (50%) from revenues on which the current TS is based. The revised TS factor will be calculated based on costs, adjustments, sales and demands through December of the current year. The mid-year adjustment shall be the factor "C" defined above and included in the calculation of revised new rates.~~

**REVISION OF RATES:**

***Rider TS rates shall be revised annually. The Company shall file no later than March 20 an information sheet and supporting work papers showing the determination of the Rider TS rates to be in effect during the twelve-month period beginning April 1. An informational filing postmarked after March 20 but prior to the first day of the month in which the rates become effective will be accepted only if it corrects an error or errors for a timely filed report for the same effective month. Any other informational filing postmarked after that date will be accepted only if submitted as a special permission request under the provision of Section 9-201 (a) of the Act.***

***Rider TS rates may also be revised whenever MISO billed costs change as a result of changes in the rates of the applicable MISO schedules defined in term M, above, or when actual transmission expenses are expected to deviate by over fifty percent (50%) from revenues on which the current Rider TS rates are based. Revised Rider TS rates will be calculated based on costs, adjustments, sales and demands through the remainder of the current April through March period. The interim adjustment shall be the factor "C" defined above and included in the calculation of revised new rates, which shall remain in effect through the following March 31. Informational filings to revise the TS rates shall be filed no later than the 20th day of the month immediately preceding the month in which the revised TS rates become effective.***



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<b>Class</b>	<b>Rates</b>	<b>\$/kWh</b>	<b>\$/kW</b>
Residential Service	RS, RST	\$ 0.00501	n/a
General Energy Service	GE, GET	\$ 0.00396	n/a
General Demand Service	GD, GDT	n/a	\$ 1.48
Large Electric Time-Of-Use Service	LST	n/a	\$ 1.40
Very Large Electric Time-Of-Use Service	VLT	n/a	\$ 1.70
Lighting	SL, AL	\$ 0.00238	n/a