RULE 20:10:13:98 STATEMENT O WORKPAPER - Tab RD-3 (LV) Large Volume Rate Design Test Year Ending December 31, 2013 Utility: MidAmerican Energy Company Docket No. NG14-XXX

Large Volume Rate Design Final Model

Individual Responsible: Charles Rea

Line	Cost Category		Value	Source			
	(a)		(b)				
1	Peaking Facilities	\$	5.951	Tab CLS1-1, Line	e 1. C	Column (e)	
2	Mains (Average)	\$		Tab CLS1-1, Line			
3	Mains (Peaking)	\$		Tab CLS1-1, Line		. ,	
4	Services	\$		Tab CLS1-1, Line			
5	Meters	\$,	Tab CLS1-1, Line		()	
6	Regulators	\$		Tab CLS1-1, Line			
7	Industrial Meters	\$		Tab CLS1-1, Line			
8	Customer Accounts	\$		Tab CLS1-1, Line			
9	Transportation Administration	\$		Tab CLS1-1, Line			
10	Gas Supply (Non PGA)	\$		Tab CLS1-1, Line			
11	Subtotal	\$		Sum of Lines 1-1			
12	Sales Growth	\$	833	Tab SRC-2, Line	42, 0	Column (j)	
13	Meters	\$	31,248			07	
14	Total	\$		Line 11 less Line	12 le	ess Line 13	-
Line	Billing Determinants		Value	Source			
	(a)		(b)				-
15	Bills		315	Lines 15-19 com	e fror	n the Compar	y's customer information
16	Transport Bills			system and adjusted for the effects of unbilled sales and			
17	Sales			weather normaliz	ation		
18	Total MDR		1,677,600				
19	Total MHQ		104,850				
20	Calculated Customer Charge	\$	54.07	7 Line 4 + Lines 6-8 divided by Line 15			
21	Callculated Transport Admin Charge	\$	25.86	5 Line 9 divided by Line 16			
22	Calculated Metering Charge	\$	99.20	Line 5 divided by Line 15		15	
Line	Rate Calculation		Charge	Units		Revenue	Source
	(a)		(b)	(c)		(d)	
23	Proposed Customer Charge	\$	55.00	315	\$	17,325	Price is user defined
24	Proposed Transport Admin Charge	\$	25.00	229	\$	5,725	Price is user defined
25	Customer Revenue				\$		Line 23 + Line 24
26	Mains (Peaking)	\$	914 425	Line 3			
	IVIAILIS (FEAKILY)	φ	514,425				
27	Class Load Factor	φ	,	Tab ALO-1, Line	22 C	olumn (d)	
27		\$	0.58949	Tab ALO-1, Line Line 26 x (1 - Lin			
27 28 29	Class Load Factor Mains (Excess Above Average Load) Peaking Facilities	\$ \$	0.58949 375,385				
	Class Load Factor Mains (Excess Above Average Load)	\$	0.58949 375,385 5,951	Line 26 x (1 - Lin	e 27)		
27 28 29 30	Class Load Factor Mains (Excess Above Average Load) Peaking Facilities	\$ \$ \$	0.58949 375,385 5,951	Line 26 x (1 - Lin Line 7	e 27)		Price is calculated as Line 28 divided by Line 18
27 28 29 30 29 30	Class Load Factor Mains (Excess Above Average Load) Peaking Facilities Total MDR/MHQ Costs Total MDR Total MHQ	\$ \$ \$	0.58949 375,385 5,951 381,336	Line 26 x (1 - Lin Line 7 Line 28 + Line 29 1,677,600 104,850	e 27) \$ \$	352,296 22,019	Price is calculated as Line 28 divided by Line 18
27 28 29 30 29 30 31	Class Load Factor Mains (Excess Above Average Load) Peaking Facilities Total MDR/MHQ Costs Total MDR Total MHQ Demand Revenue	\$ \$ \$	0.58949 375,385 5,951 381,336 0.21	Line 26 x (1 - Lin Line 7 Line 28 + Line 29 1,677,600	e 27) \$ \$ \$	352,296 22,019 374,315	Price is calculated as Line 28 divided by Line 18 Line 29 + Line 30
27 28 29 30 29	Class Load Factor Mains (Excess Above Average Load) Peaking Facilities Total MDR/MHQ Costs Total MDR Total MHQ	\$ \$ \$	0.58949 375,385 5,951 381,336 0.21	Line 26 x (1 - Lin Line 7 Line 28 + Line 29 1,677,600 104,850	e 27) \$ \$	352,296 22,019 374,315	Price is calculated as Line 28 divided by Line 18
27 28 29 30 29 30 31 32	Class Load Factor Mains (Excess Above Average Load) Peaking Facilities Total MDR/MHQ Costs Total MDR Total MHQ Demand Revenue	\$ \$ \$	0.58949 375,385 5,951 381,336 0.21	Line 26 x (1 - Lin Line 7 Line 28 + Line 29 1,677,600 104,850 1,782,450	e 27) \$ \$ \$ \$	352,296 22,019 374,315 1,334,155	Price is calculated as Line 28 divided by Line 18 Line 29 + Line 30
27 28 29 30 29 30 31	Class Load Factor Mains (Excess Above Average Load) Peaking Facilities Total MDR/MHQ Costs Total MDR Total MHQ Demand Revenue Remaining Revenue	\$ \$ \$ \$	0.58949 375,385 5,951 381,336 0.21 0.21	Line 26 x (1 - Lin Line 7 Line 28 + Line 29 1,677,600 104,850 1,782,450	e 27) \$ \$ \$ \$	352,296 22,019 374,315 1,334,155 1,334,303	Price is calculated as Line 28 divided by Line 18 Line 29 + Line 30 Line 14 less Line 25 and 31