



2006
Qualifying Storm Events

November 15, 2006

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Event Description

Date of event

November 15, 2006

Event Type

Wind storm.

Service Areas Affected

Seven Counties within Puget Sound Energy's service territory were affected by this wind storm. PSE's northern region – Whatcom, Skagit and Island Counties were severely impacted. The National Weather Service reported sustained winds of 37MPH with gusts to 60MPH; local media reported wind gusts of 80MPH in Whatcom County. This wind storm followed 10 days of record rain that left the soil saturated, making trees more susceptible to up-rooting.

Number of Customers Affected

Approximately 179,600 customers lost electric power over the course of this wind event.

Summary of System Impacts

Total Number of Outages	1,208
Distribution Circuits Totally Out	43
Distribution Circuits Partially Out	1,165

Transmission Circuits Affected	34
Substations Totally Off-line	24

Mobilization Summary

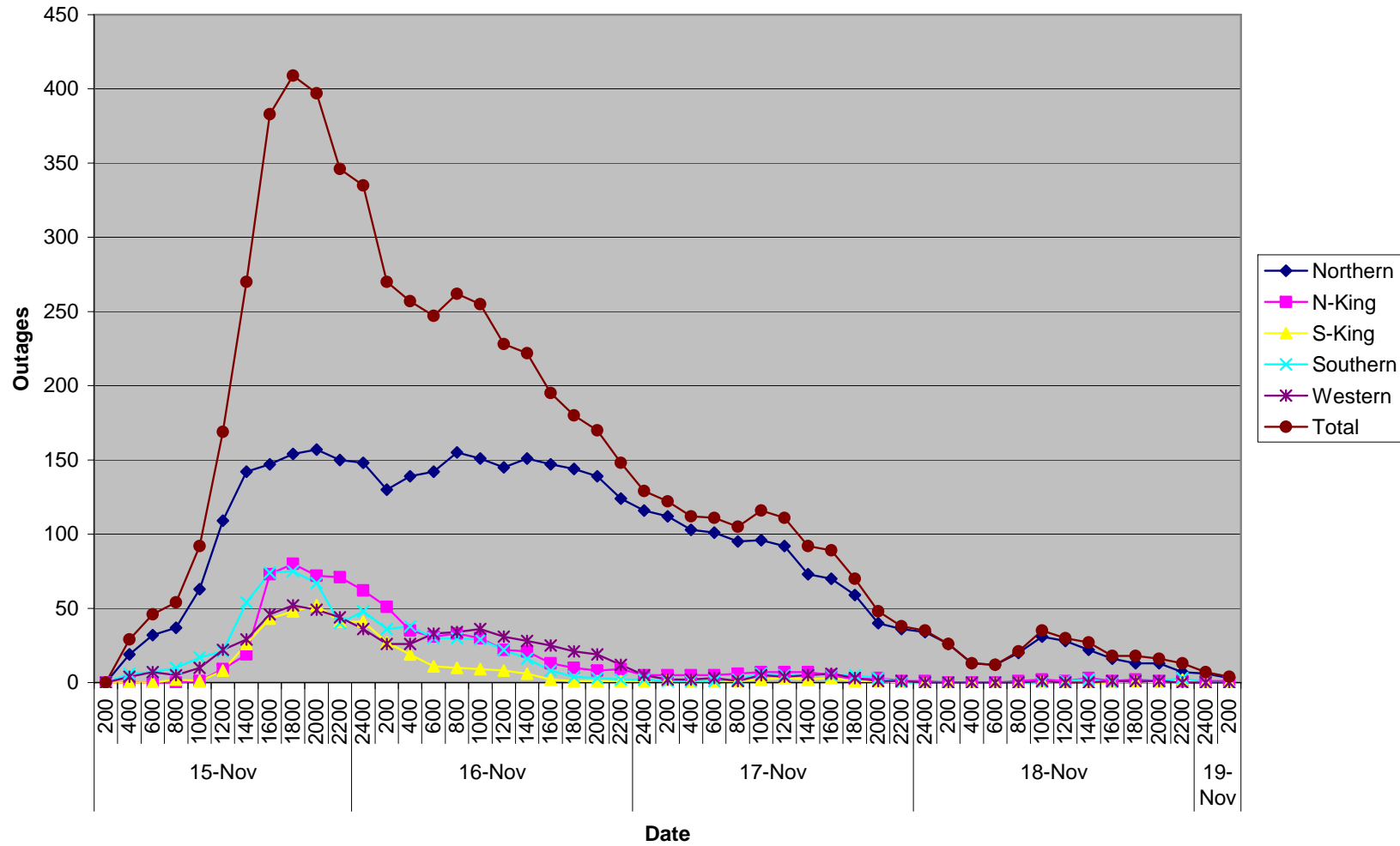
Operating bases

Base	Date Opened	Time Opened	Date Closed	Time Closed
Whatcom	11/15/06	07:00	11/18/06	23:00
Skagit	11/15/06	07:00	11/17/06	22:00
Island	11/15/06	07:00	11/17/06	12:00
Thurston	11/15/06	08:00	11/16/06	12:15
Kitsap	11/15/06	10:00	11/17/06	00:15
N King	11/15/06	13:45	11/16/06	22:15
S King	11/15/06	13:45	11/16/06	13:00
Pierce	11/15/06	13:45	11/16/06	16:30

Emergency Operations Center

EOC	Date Opened	Time Opened	Date Closed	Time Closed
	11/15/2006	11:00	11/17/06	22:00

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Major Event Day – Qualification

IEEE 1366 Method

IEEE 1366 was established to present a set of terms and definitions which can be used to foster uniformity in the development of distribution service reliability indices, to identify factors which affect the indices, and to aid in consistent reporting practices among utilities. Also, it provides guidance for new personnel in the reliability area, and tools for internal as well as external comparisons. The Major Event Day definition was created as part of IEEE 1366 to allow for consistent calculation of reliability metrics between utilities, and enable more valid comparisons with other utility reliability metrics.

IEEE Major Event Day Calculation (2.5 BETA METHOD)

1. A threshold on daily SAIDI is computed once a year, following year end.
2. Assemble the 5 most recent years of historical values of SAIDI/day.
3. Discard any days in the data set that has a SAIDI/day of zero.
4. Find the natural logarithm of each value in the data set.
5. Compute the average Alpha and the standard deviation (Beta) of the natural logarithms computed in step 3.
6. Compute the threshold Tmed where $Tmed = \exp(\text{Alpha} + 2.5 * \text{Beta})$
7. Any day in the next year with SAIDI > Tmed is a major event day.

Puget Sound Energy's Major Event Threshold for 2006: 4.97 Minutes

Qualified Events - 2006

Current Event – Calculation Detail

Event Date	Total Customer Minutes	Average Customer Count	Daily SAIDI – Customer Minutes /Customer Count
11/15/2006	112,198,521	1,042,369	107.64

Cumulative list of events that have qualified

Date(s)	T-med Score	O&M – Deferrable Accumulation
1/1/2006	5.35	\$242,708
1/31/2006	11.19	\$653,176
2/4/2006	161.65	\$6,104,116
2/10/2006	8.34	\$0
2/17/2006	40.13	\$0
3/8/2006	6.16	\$0
11/13/2006	13.24	\$0
11/15/2006	107.64	\$0

Event Restoration – Cost Summary

Restoration Cost Detail by Qualifying Event

Date	Qualified Events Deferred Account	Capital	C&D Costs Recoverable from Direct Billings (Costs Not Yet Billed)	O&M – Not Deferrable	O&M – Deferrable Accumulation	Total O&M	Total
1/1/2006	\$0	\$0	\$0	\$23,995	\$242,708	\$266,703	\$266,703
1/31/2006	\$0	\$70,613	\$0	\$35,780	\$653,176	\$688,956	\$759,569
2/4/2006	\$2,853,981	\$311,579	\$0	\$395,638	\$6,104,116	\$6,499,754	\$9,665,314
2/10/2006	\$468,301	\$110,144	\$0	\$17,139	\$0	\$17,139	\$595,584
2/17/2006	\$3,309,247	\$141,574	\$0	\$127,653	\$0	\$127,653	\$3,578,474
3/8/2006	\$444,758	\$3,929	\$0	\$34,731	\$0	\$34,731	\$483,418
11/13/2006	\$1,490,582	\$26,308	\$0	\$87,272	\$0	\$87,272	\$1,604,162
11/15/2006	7,866,039	\$15,072	\$20,536	\$422,960	\$0	\$422,960	\$8,324,607

YTD Storm Restoration Cost Detail – Through November 15, 2006

Qualified Events Deferred Account	Capital	C&D Costs Recoverable from Direct Billings (Costs Not Yet Billed)	O&M – Not Deferrable	O&M Deferrable Accumulation	Total O&M	Total
\$16,432,908	\$679,219	\$20,536	\$1,145,168	\$7,000,000	\$7,722,208	\$24,854,870

Qualifying Storm Event
November 15, 2006

Detail Documents

Restoration Cost Detail – Current Event

Detailed List of Distribution Circuits with Outages

Terms, Codes & Definitions Used on Detail Reports

Newsprint Media Coverage

Restoration Cost Detail – Current Event

Puget Sound Energy November 15 Storm Damage Repair Costs							
	Qualifying Events Deferred Account	Capital	C&D Recoverable from Direct Billings (Costs Not Yet Billed)	O&M - Not Deferrable	O&M - Deferrable Accumulation	Total O&M	Total
Labor							
ST					\$52,471	\$52,471	\$52,471
OT		\$0	\$1,458		\$670,307	\$670,307	\$671,765
Total Labor	\$0	\$0	\$1,458	\$0	\$722,777	\$722,777	\$724,235
Labor OH			\$1,262		\$319,960	\$319,960	\$321,221
Materials			\$2,536		\$233,391	\$233,391	\$235,927
Contractors		\$14,075	\$19,899		\$6,387,577	\$6,387,577	\$6,421,551
Other Direct							
Charges			(\$7,472)		\$76,282	\$76,282	\$68,810
Fleet			\$554		\$126,051	\$126,051	\$126,606
Other Assessments		\$997	\$2,300	\$422,960	(\$0)	\$422,960	\$426,257
Deferred Expenses	\$7,866,039				(\$7,866,039)	(\$7,866,039)	\$0
	<u>\$7,866,039</u>	<u>\$15,072</u>	<u>\$20,536</u>	<u>\$422,960</u>	<u>\$0</u>	<u>\$422,960</u>	<u>\$8,324,607</u>

IEEE-1366 - Detailed List of Distribution Circuits with Outages

Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E806227556	11/15/2006	2:08:00	HAM-13	EAC	EF	OCO	5	1,760
E944091692	11/15/2006	2:41:00	LGY-13	EAD	TO	OCO	90	121,860
E224132764	11/15/2006	2:44:00	LGY-16	EAD	TO	OCO	1,922	2,596,622
E117208811	11/15/2006	2:44:00	BRO-16	EAD	TO	OCO	1,012	1,361,140
E072202193	11/15/2006	2:44:00	BRO-15	EAD	TO	OCO	1,570	2,111,650
E532749894	11/15/2006	2:45:00	GBK-13	EAD	TO	OCO	1,180	433,060
E651384789	11/15/2006	2:45:00	FLD-15	EAD	TO	OCO	1,638	2,039,310
E426246598	11/15/2006	2:46:00	CPV-15	EAD	TF	OCR	1,714	1,700,288
E539611131	11/15/2006	2:47:00	FLD-13	EAD	TO	OCO	1,571	1,952,753
E260138220	11/15/2006	2:47:00	CPV-13	EAD	TO	OCO	500	441,500
E702385639	11/15/2006	2:48:00	LGY-12	EAD	TO	OCO	1,315	1,771,305
E196824190	11/15/2006	2:49:00	FLD-12	EAD	TF	OCO	1,344	876,288
E566866422	11/15/2006	2:51:00	LGY-15	EAD	TO	OCO	362	486,528
E966636218	11/15/2006	2:53:00	GBK-15	EAD	TO	OCO	1,233	442,647
E981853360	11/15/2006	2:54:00	SWA-12	EAD	TF	OCO	950	1,231,200
E370939587	11/15/2006	2:56:00	SWA-12	EAD	TF	OCO	474	855,096
E617671829	11/15/2006	2:57:00	LON-26	ECC	EF	OCO	200	69,400
E486269439	11/15/2006	3:00:00	PTL-13	ECF	EF		32	12,512
E727467765	11/15/2006	3:01:00	DIS-12	ECF	TO	OCO	7	2,037
E423872824	11/15/2006	3:04:00	CPV-12	EAD	TF	OCO	972	938,952
E978797034	11/15/2006	3:06:00	HAP-16	EAA	TO	OCO	1	474
E269561078	11/15/2006	3:12:00	CHA-15	ECC	EF	OCO	1,482	94,848
E721547651	11/15/2006	3:22:00	HKX-16	EAC	EF	OCO	52	22,828
E299577993	11/15/2006	3:25:00	LON-22	ECC	TO	OCO	40	55,800
E526568847	11/15/2006	3:31:00	DIS-13	ECF	TO	OCO	242	108,078
E868330463	11/15/2006	3:38:00	MCA-13	ECC	EF	OCO	50	19,100
E821329371	11/15/2006	3:42:00	BIG-15	EAC	TF	OFU	16	2,724
E919103324	11/15/2006	3:50:00	QUI-26	ECF	TO	OCO	66	7,839
E036812813	11/15/2006	3:50:00	PAT-15	ECC	EF	OCO	25	2,923
E539712834	11/15/2006	4:03:00	IRO-13	ECF	EF	OCO	39	12,870
E518130704	11/15/2006	4:03:00	ALG-15	EAA	TO	OCO	390	663,780
E272735541	11/15/2006	4:12:00	CLV-16	EAD	TO	OCO	1,426	2,556,818
E996675999	11/15/2006	4:14:00	SUM-15	EAC	TO	OCO	115	58,765
E409654759	11/15/2006	4:18:00	MCK-15	EAA	TF	OCO	25	6,925
E736387136	11/15/2006	4:25:00	IRO-17	ECF	TF	OTF	70	9,590
E700528960	11/15/2006	4:27:00	AIR-26	ECC	EF	OCO	56	34,216
E102663844	11/15/2006	4:29:00	SLA-16	EAA	TO	OCO	296	275,576
10657200	11/15/2006	4:33:00	LAB-25	EAA	EF	OHR	125	14,375
E517338964	11/15/2006	4:34:00	BCH-15	EAA	TO		113	85,993
E279794519	11/15/2006	4:35:00	BLA-13	EAA	TO	OSW	25	4,750
E678387317	11/15/2006	4:43:00	RAI-12	ECC	EF	OCO	500	34,400
E967862585	11/15/2006	4:47:00	IRO-15	ECF	TO	UTC	3	561
E526664433	11/15/2006	4:57:00	ROC-25	ECC	EF	OCO	4	1,192
E570665526	11/15/2006	4:58:00	BRW-15	EAC	TO	OFU	20	6,400
E663058710	11/15/2006	5:30:00	BLU-13	ECC	TO	OCO	75	87,750
E519420325	11/15/2006	5:31:00	YEL-25	ECC	EF	OCO	23	8,119
E213486814	11/15/2006	5:33:00	SLA-16	EAA	TO	OFU	518	555,296
E139840216	11/15/2006	5:33:00	SLA-16	EAA	TO	OCO	377	1,276,899
E063289916	11/15/2006	5:37:00	NUG-26	EAA	TF		199	537,300
E471477395	11/15/2006	5:40:00	WOB-26	EAA	EF	OTR	788	795,880
E072629581	11/15/2006	5:44:00	CRE-15	EAD	TO		346	410,356
E654181026	11/15/2006	6:10:00	RAI-12	ECC	TO	OCO	37	7,400

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Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E746546131	11/15/2006	6:27:00	MVW-15	EBJ	EF	OTF	5	365
E001199960	11/15/2006	6:33:00	LAB-25	EAA	TO	OCO	5	1,260
E702155835	11/15/2006	6:48:00	STW-13	ECA	TF	OCO	33	9,636
E577831065	11/15/2006	6:53:00	CLV-16	EAD	TO	OCO	100	198,700
E464980685	11/15/2006	6:55:00	PRI-21	ECC	TF	OCO	64	5,312
E724062430	11/15/2006	6:59:00	SLA-17	EAA	TO		67	156,512
E537275647	11/15/2006	7:09:00	STA-13	EBK	PO	USV	1	135
E035565966	11/15/2006	7:10:00	CAR-13	EAA	TF		281	148,930
E805685799	11/15/2006	7:13:00	BIG-15	EAC	EF	OCO	22	67,760
E632150739	11/15/2006	7:21:00	LAB-26	EAA	TF		107	188,213
10656671	11/15/2006	7:28:00	ROC-25	ECC	TO	OCO	6	2,712
E449853276	11/15/2006	7:28:00	HAN-15	EAA	TO	OCO	125	326,500
E951309873	11/15/2006	7:44:00	CAR-15	EAA	TO	OCO	125	8,500
E529123020	11/15/2006	7:53:00	SWA-16	EAD	TO	OCO	488	501,176
E528510489	11/15/2006	7:58:00	QUI-25	ECF	TO	OFU	19	2,014
E445089532	11/15/2006	8:00:00	BRI-15	EAA	TO	OCO	10	6,800
E018388157	11/15/2006	8:05:00	PTR-14	EAA	TF		121	266,200
E776690941	11/15/2006	8:10:00	WOB-27	EAA	TF		556	478,160
E696639523	11/15/2006	8:12:00	SWA-12	EAD	TO	OPO	6	15,198
E471715674	11/15/2006	8:13:00	WOO-26	ECA	TO	OFU	10	1,100
E307615719	11/15/2006	8:15:00	OLD-25	EAA	TO	OSV	1	110
E604593979	11/15/2006	8:16:00	ENU-16	EBI	EF	OPO	2	1,648
E434768189	11/15/2006	8:21:00	CUS-13	EAA	TO	OFU	340	50,660
E567454089	11/15/2006	8:24:00	HAS-15	ECF	TO	OCO	29	2,407
E270354109	11/15/2006	8:26:00	IRO-15	ECF	TF	OFU	2	112
E480850137	11/15/2006	8:26:00	BLU-17	ECC	TF	OCO	50	14,400
E443667505	11/15/2006	8:27:00	BLA-12	EAA	TO	OCO	433	63,651
E504597389	11/15/2006	8:29:00	PET-15	EAC	EF	OPO	4	1,144
E153327493	11/15/2006	8:32:00	LAC-16	ECC	TO	OCO	2	536
E504112506	11/15/2006	8:33:00	BIG-12	EAC	TO	OCO	16	2,192
E530232587	11/15/2006	8:33:00	BIG-12	EAC	TO	OCO	45	82,170
E137644696	11/15/2006	8:38:00	PGA-13	ECE	TO	OFU	5	765
E182920542	11/15/2006	8:45:00	LUH-14	ECC	TO	OCO	1,856	881,020
E916750902	11/15/2006	8:47:00	LON-26	ECC	TO	OCO	27	4,266
E359115814	11/15/2006	8:51:00	GBK-13	EAD	TO	OCO	1,180	842,520
E211272170	11/15/2006	8:54:00	CLV-16	EAD	TO	OCO	63	111,006
E138531463	11/15/2006	9:00:00	CLY-25	EBE	SO	UPC	51	16,728
E443614028	11/15/2006	9:03:00	MCK-15	EAA	TO	OCO	352	336,864
E439955678	11/15/2006	9:06:00	IRO-16	ECF	TF	OTF	3	54
E580595624	11/15/2006	9:06:00	CRE-13	EAD	TF	OCO	446	157,884
E166335675	11/15/2006	9:06:00	PGA-15	ECF	TO	OCO	76	124,336
E744352271	11/15/2006	9:07:00	HAW-11	ECC	TO	OCO	2	144
E043981753	11/15/2006	9:08:00	EPO-12	ECD	CP	OPO	1	56
E093664703	11/15/2006	9:09:00	BLU-16	ECC	TO	OCO	579	46,899
E358608289	11/15/2006	9:10:00	BRI-17	EAA	TO	OCO	432	56,160
E037050061	11/15/2006	9:11:00	KNM-26	EBD	BA	OTF	1	39
E192645597	11/15/2006	9:12:00	CED-15	ECA	TO	OFU	2	216
E825749578	11/15/2006	9:13:00	DIS-12	ECF	TO	OCO	14	3,808
E680937713	11/15/2006	9:14:00	BON-17	ECA	TF	OSV	4	372
E121625924	11/15/2006	9:16:00	WLS-15	EAC	TO	OCO	5	1,825
E668531260	11/15/2006	9:16:00	WOB-25	EAA	TF	OCO	56	14,224
E222004861	11/15/2006	9:20:00	CAR-16	EAA	TF	OPO	83	12,035
E261029107	11/15/2006	9:23:00	MTV-16	EAC	TO	OCO	4	388
E346128242	11/15/2006	9:28:00	IRO-15	ECF	TO	OTF	4	304
E675024356	11/15/2006	9:28:00	EDG-15	ECA	TO	OFU	31	1,953
E376730250	11/15/2006	9:28:00	NLM-16	EAC	TO	OCO	11	22,077

Qualifying Storm Event
November 15, 2006

Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E440028917	11/15/2006	9:28:00	MCA-15	ECC	TO	OCO	4	328
E432237428	11/15/2006	9:28:00	FAB-16	EAD	TO	OCO	24	2,928
E457442917	11/15/2006	9:31:00	PTL-13	ECF	TO	OCO	5	310
E160168746	11/15/2006	9:31:00	LYN-23	EAA	TF	OCO	221	682,669
E876396914	11/15/2006	9:31:00	SWI-15	ECC	TO	OCO	3	465
E983958471	11/15/2006	9:33:00	CRE-16	EAD	TO	OCO	847	353,199
E204745896	11/15/2006	9:35:00	FAB-15	EAD	TO	OCO	1,484	943,824
E575546762	11/15/2006	9:35:00	BRI-15	EAA	TO	OCO	8	21,640
E455661745	11/15/2006	9:37:00	BIG-12	EAC	TO	OCO	132	165,396
E789602946	11/15/2006	9:39:00	BRI-15	EAA	TO	OCO	173	100,513
E415182329	11/15/2006	9:41:00	HAP-15	EAA	TO	OCO	67	232,423
E653766088	11/15/2006	9:44:00	SCH-15	EAA	TF	OCO	125	309,500
E439340352	11/15/2006	9:44:00	VWY-12	EAA	TF	OCO	248	533,448
E433218800	11/15/2006	9:45:00	ROE-13	EAA	TO	OPO	62	55,800
E061510738	11/15/2006	9:47:00	IRO-13	ECF	TO	OCO	663	358,683
E509701675	11/15/2006	9:47:00	ANA-15	EAC	EF	OPO	46	141,358
E565690077	11/15/2006	9:48:00	LYN-17	EAA	TF	OCO	110	215,820
E877278862	11/15/2006	9:51:00	GBK-15	EAD	TO	OCO	1,168	763,872
E854213506	11/15/2006	9:51:00	GBK-15	EAD	TO	OFU	14	20,790
E006099840	11/15/2006	9:54:00	NUG-25	EAA	TF	OCO	187	715,462
E894798524	11/15/2006	9:57:00	CRE-13	EAD	TO	OCO	204	612,612
E186979146	11/15/2006	10:00:00	BLA-13	EAA	TO	OCO	91	297,570
E718581156	11/15/2006	10:00:00	BLA-13	EAA	TF	OPO	223	553,932
E435341487	11/15/2006	10:01:00	LYN-26	EAA	TF	OCO	335	652,915
E604655509	11/15/2006	10:02:00	WLK-15	ECA	TO	OCO	47	48,410
E607487142	11/15/2006	10:02:00	CRE-12	EAD	TO	OFU	1	52
E451473253	11/15/2006	10:03:00	QUI-25	ECF	TO	OCO	255	98,435
E377088638	11/15/2006	10:05:00	CUS-16	EAA	TF	OCO	143	293,150
E259973949	11/15/2006	10:05:00	PTL-13	ECF	TO	OCO	40	56,000
E742230805	11/15/2006	10:06:00	KAP-15	ECA	TF	OCO	1,051	466,644
E550734869	11/15/2006	10:07:00	BLA-13	EAA	TO	OCO	35	76,230
E536720626	11/15/2006	10:08:00	PET-13	EAC	TO	OCO	189	591,759
E131545806	11/15/2006	10:09:00	OSC-23	EBI	TF	OCO	2	1,432
E981719861	11/15/2006	10:14:00	SWA-13	EAD	TO	OCO	1,113	969,423
E342577927	11/15/2006	10:15:00	IRO-17	ECF	TO	OCO	345	454,295
E174829671	11/15/2006	10:18:00	PET-16	EAC	TO	OCO	20	66,240
E581804401	11/15/2006	10:18:00	ALG-15	EAC	TF	OCO	621	255,231
E110910386	11/15/2006	10:18:00	BRW-15	EAC	TO	OCO	70	210,840
E380545015	11/15/2006	10:19:00	PAT-17	ECC	TO	OCO	2	502
E285683886	11/15/2006	10:19:00	PAT-15	ECC	TO	OCO	1,774	154,338
E879075917	11/15/2006	10:26:00	BTN-36	EAC	TO	OPO	7	12,733
E058191331	11/15/2006	10:31:00	SIL-13	ECF	TO	OCO	19	35,872
E880946705	11/15/2006	10:32:00	KNT-25	EBJ	EF	UTR	1	388
E346311656	11/15/2006	10:32:00	VWY-15	EAA	TF	OCO	138	248,124
E808697349	11/15/2006	10:33:00	PTL-13	ECF	TO	OCO	5	4,995
E171742275	11/15/2006	10:35:00	HOB-15	EBI	TF	OCO	37	9,805
E922912738	11/15/2006	10:36:00	HAN-16	EAA	TO	OPO	185	204,240
E106207205	11/15/2006	10:38:00	GBK-13	EAD	TO	OCO	35	40,670
E829121627	11/15/2006	10:40:00	HAS-12	ECF	TO	OCO	305	277,550
E537596303	11/15/2006	10:44:00	PAT-16	ECC	TO	OCO	290	8,990
E010884308	11/15/2006	10:45:00	IRO-15	ECF	TO	OCO	579	481,863
E290708975	11/15/2006	10:45:00	GBK-15	EAD	TO	OCO	30	71,100
E194287349	11/15/2006	10:46:00	HAS-15	ECF	TO	OCO	26	2,496
E066060208	11/15/2006	10:47:00	HAP-13	EAA	TO	OCO	78	227,604
E886823103	11/15/2006	10:49:00	MCK-16	EAA	TO	OCO	491	368,741
E175861059	11/15/2006	10:52:00	VIS-22	EAA	TO	OCO	90	199,170

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E261982762	11/15/2006	10:52:00	MCK-12	EAA	TF	OSV	172	445,136
E400670511	11/15/2006	10:53:00	SWA-12	EAD	TO	OCO	65	117,455
E729393070	11/15/2006	10:53:00	KCR-16	EBJ	TF	OPO	58	45,066
E942065583	11/15/2006	10:54:00	BAK-26	EAA	TF	OCO	397	359,682
E453026660	11/15/2006	10:56:00	BCH-16	EAA	TO	OPO	173	142,552
E453466722	11/15/2006	10:56:00	HAN-13	EAA	TO	OPO	438	1,039,812
E276166869	11/15/2006	10:59:00	HLC-25	EAD	TO	OCO	1,472	955,328
E571797281	11/15/2006	11:01:00	GRI-15	ECC	TO	OCO	60	35,340
E953216575	11/15/2006	11:02:00	IRO-17	ECF	TO	OCO	25	38,450
E162832370	11/15/2006	11:03:00	LYN-24	EAA	TO	OCO	243	564,246
E392020557	11/15/2006	11:03:00	POU-15	ECE	TO	OCO	200	50,400
E715286989	11/15/2006	11:04:00	CHR-22	ECE	TO	OCO	127	84,836
E988816544	11/15/2006	11:04:00	NLM-15	EAC	TO	OCO	88	157,168
E466686262	11/15/2006	11:04:00	NLM-13	EAC	TO	OCO	2,148	216,948
E598867824	11/15/2006	11:06:00	HKX-16	EAC	TF	OCO	115	185,610
E821528011	11/15/2006	11:06:00	HKX-16	EAC	TO	OPO	136	263,502
E637487958	11/15/2006	11:07:00	LAB-25	EAA	TO	OCO	33	98,769
E234232858	11/15/2006	11:08:00	HAP-16	EAA	TO	OCO	1,736	611,072
E498299019	11/15/2006	11:09:00	BLA-13	EAA	TO	OCO	83	120,848
E312659168	11/15/2006	11:10:00	HLC-23	EAD	TO	OCO	1,012	553,564
E086374889	11/15/2006	11:10:00	SIL-13	ECE	TO	OCO	106	32,330
E646188159	11/15/2006	11:11:00	NUG-26	EAC	TO	OCO	3	9,924
E086218345	11/15/2006	11:14:00	CUS-13	EAA	TO	OCO	326	624,616
E388960396	11/15/2006	11:15:00	YEL-27	ECC	TF	OCO	49	28,910
E507068202	11/15/2006	11:16:00	KAP-16	ECA	TF	OCO	88	30,272
E233100324	11/15/2006	11:18:00	BLA-13	EAA	TF	OCO	4	8,168
E874452884	11/15/2006	11:19:00	HEM-16	ECA	TO	OCO	71	5,751
E692732637	11/15/2006	11:21:00	SWA-12	EAD	TO	OCO	126	199,836
E299673491	11/15/2006	11:21:00	HAM-13	EAC	TO	OCO	249	771,651
E397628318	11/15/2006	11:21:00	IRO-16	ECF	TO	OCO	13	16,432
E556557970	11/15/2006	11:22:00	BRI-14	EAA	TO	OCO	202	363,196
E870860378	11/15/2006	11:24:00	ING-15	EBD	TO	OCO	10	1,540
E015304636	11/15/2006	11:24:00	SPA-17	ECA	TO	OCO	4	520
E335836348	11/15/2006	11:24:00	CAR-15	EAA	EF	OTR	66	132,066
E159560206	11/15/2006	11:25:00	MAP-17	EBE	EF	OCN	80	7,650
E167487914	11/15/2006	11:25:00	LYN-14	EAA	TO	OCO	164	379,660
E986276831	11/15/2006	11:26:00	CUS-15	EAA	TO	OCO	3	3,747
E885134428	11/15/2006	11:26:00	VWY-13	EAA	TO	OPO	10	34,340
E242421210	11/15/2006	11:26:00	BLA-12	EAA	TO	OCO	540	480,060
E415041961	11/15/2006	11:27:00	IRO-17	ECF	TO	OCO	9	10,026
E480979286	11/15/2006	11:29:00	AVO-17	EBD	EF	OCO	1	71
E459764050	11/15/2006	11:30:00	KEA-15	ECF	TO	OFU	30	22,410
E956243380	11/15/2006	11:31:00	HOB-16	EBI	UN	OCO	1,971	648,459
E555919525	11/15/2006	11:32:00	BRI-17	EAA	TO	OPO	239	271,982
E042192693	11/15/2006	11:33:00	LLS-17	EAA	TO	OCO	422	722,464
E366744034	11/15/2006	11:34:00	VIS-26	EAA	TO	OPO	250	489,000
E388565098	11/15/2006	11:35:00	PTL-16	ECF	TO	OPO	16	23,534
E393843163	11/15/2006	11:36:00	SKY-23	EBD	TO	OSV	1	204
E305265249	11/15/2006	11:38:00	FCH-24	ECA	TF	OTH	1,743	64,491
E390649556	11/15/2006	11:39:00	ORT-22	ECA	TO	OHR	1,983	1,138,242
E694102882	11/15/2006	11:39:00	CRE-16	EAD	TO	OCO	295	602,095
E673613846	11/15/2006	11:39:00	GLA-12	EAA	TF	OCO	100	227,100
E289590869	11/15/2006	11:40:00	SCH-13	EAA	TO	OPO	288	528,480
E345533903	11/15/2006	11:40:00	KEN-12	EAA	TF	OCO	1,847	2,585,800
E709217191	11/15/2006	11:40:00	LLS-15	EAA	TF	OCO	51	105,060
E191540153	11/15/2006	11:41:00	KAP-13	ECA	TF	OCO	91	144,781

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E531174999	11/15/2006	11:42:00	LLT-16	EBD	TF	OCO	10	780
E312743278	11/15/2006	11:45:00	CRE-12	EAD	TO	OCO	1,057	1,443,862
E634840424	11/15/2006	11:47:00	WLS-16	EAC	TO	OCO	66	204,798
E400491449	11/15/2006	11:48:00	CHR-25	ECE	TO	OPO	366	333,083
E001722896	11/15/2006	11:49:00	EDG-15	ECA	TO	OCO	9	504
E513609394	11/15/2006	11:49:00	CRE-12	EAD	TO	OCO	25	46,775
E509892185	11/15/2006	11:49:00	PIK-24	EBF	TO	OCO	7	1,127
E107666944	11/15/2006	11:49:00	LMC-27	EBF	TO	OCO	6	1,872
E189561862	11/15/2006	11:50:00	SOO-23	EBI	TF	OCO	13	4,810
E036323088	11/15/2006	11:50:00	PAT-15	ECC	TO	OCO	145	40,600
E843704642	11/15/2006	11:50:00	ALG-12	EAC	TF	OCO	589	187,891
E346045009	11/15/2006	11:51:00	CRE-12	EAD	TO	OCO	244	404,796
E743085292	11/15/2006	11:51:00	DUV-12	EBD	TO	OCO	7	623
E346560489	11/15/2006	11:52:00	ROE-17	EAA	EF	OTF	5	4,165
E326511056	11/15/2006	11:54:00	CRE-15	EAD	TO	OCO	437	753,388
E509840358	11/15/2006	11:55:00	UHL-25	EBD	TF	OCO	20	2,500
E156565927	11/15/2006	11:56:00	CRE-15	EAD	TO	OCO	40	49,360
E456722267	11/15/2006	11:57:00	BCH-13	EAA	EF	OTF	1	753
E862311658	11/15/2006	11:57:00	HLC-24	EAD	TO	OCO	1,256	757,368
E106056183	11/15/2006	11:57:00	LWS-15	EBJ	TO	OPO	620	133,110
E984502931	11/15/2006	11:58:00	PGA-12	ECE	TO	OCO	500	95,500
E306677446	11/15/2006	11:58:00	SWA-15	EAD	TO	OCO	1,345	997,990
E050575912	11/15/2006	11:59:00	FAB-13	EAD	TO	OCO	1,174	594,044
E506500793	11/15/2006	12:00:00	MIL-16	ECE	TO	OCO	111	99,900
E462711274	11/15/2006	12:00:00	FAB-17	EAD	TO	OCO	1,329	570,141
E461462602	11/15/2006	12:00:00	QUI-26	ECF	TO	OCO	13	9,373
E417054740	11/15/2006	12:05:00	FAB-16	EAD	TO	OCO	475	201,400
E148290628	11/15/2006	12:05:00	PET-12	EAC	TO	OCO	12	31,500
E698632077	11/15/2006	12:08:00	HAN-16	EAA	TO	OCO	123	312,051
E432023705	11/15/2006	12:08:00	BAR-15	ECC	TO	OFU	12	1,440
E935757301	11/15/2006	12:09:00	KEN-13	EAA	TF		81	188,811
E284773714	11/15/2006	12:10:00	CAP-15	ECC	TF	OCO	43	2,924
E514789953	11/15/2006	12:10:00	PLY-12	EAA	EF	OSV	1	810
E298668537	11/15/2006	12:11:00	BLA-12	EAA	TO	OCO	43	85,857
E064361915	11/15/2006	12:12:00	MTV-16	EAC	TF	OSV	3	1,224
E959703327	11/15/2006	12:13:00	VIK-25	EAA	TO	OCO	307	350,594
E681990290	11/15/2006	12:15:00	MIL-22	ECE	TO	OCO	135	33,075
E656949799	11/15/2006	12:16:00	WIS-12	EBF	TO	OCO	28	2,772
E603869720	11/15/2006	12:16:00	BDI-13	EBI	TO	OSV	1	45
E930480903	11/15/2006	12:21:00	GRI-13	ECC	TO	OCO	100	76,300
E934830128	11/15/2006	12:21:00	LON-23	ECC	TF	OCO	1,524	729,996
E496033019	11/15/2006	12:21:00	WLS-13	EAC	TO	OCO	6	6,894
E465952196	11/15/2006	12:22:00	HAS-15	ECF	TO	OCO	17	7,786
E707155652	11/15/2006	12:24:00	MIL-17	ECE	TO	OCO	46	24,196
E080152715	11/15/2006	12:24:00	SAH-15	EBD	TO	OCO	1,367	513,992
E137417809	11/15/2006	12:25:00	OLD-25	EAA	TO	OCO	36	74,160
E952624682	11/15/2006	12:26:00	SUM-12	EAC	TO	OPO	3	6,582
E777805705	11/15/2006	12:27:00	PIN-23	EBF	EF	OCO	260	231,140
E797689512	11/15/2006	12:29:00	LAB-23	EAA	TO	OCO	130	162,760
E508361714	11/15/2006	12:29:00	LAB-23	EAA	TO	OCO	26	32,552
E402757325	11/15/2006	12:30:00	KWH-25	EBE	TF	OCO	201	15,678
E142693409	11/15/2006	12:30:00	QUI-26	ECF	TO	OCO	196	122,500
E834626316	11/15/2006	12:31:00	LAB-27	EAA	TO	OCO	334	433,866
E570844728	11/15/2006	12:32:00	BLA-12	EAA	TO	OCO	28	54,544
E067967832	11/15/2006	12:33:00	BRS-13	EAC			119	385,203
E012264671	11/15/2006	12:34:00	BRW-13	EAC			100	287,600

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E350114682	11/15/2006	12:35:00	BRW-16	EAC			29	42,195
E059698260	11/15/2006	12:35:00	POU-16	ECE	TO	OCO	21	12,642
E572402871	11/15/2006	12:36:00	BCH-12	EAA			42	35,448
E865930673	11/15/2006	12:37:00	PLA-23	EBD	TF	OCO	25	20,550
E154062350	11/15/2006	12:39:00	HAS-15	ECF	TO	OFU	149	89,698
E178360201	11/15/2006	12:39:00	HAM-13	EAC	TO		545	1,025,145
E959794389	11/15/2006	12:42:00	SLA-15	EAA			255	628,065
E353544589	11/15/2006	12:43:00	HAN-12	EAA	EF	OCO	18	48,906
E065833593	11/15/2006	12:43:00	CUS-13	EAA			32	52,384
E612848975	11/15/2006	12:44:00	MCA-13	ECC	TF	OCO	18	7,758
E780483009	11/15/2006	12:45:00	LON-26	ECC	TO	OCO	1,315	590,435
E742383127	11/15/2006	12:46:00	CHR-23	ECE	TO	OCO	16	20,560
E304953339	11/15/2006	12:48:00	NLM-12	EAC			31	79,422
E969587384	11/15/2006	12:53:00	SUM-15	EAC	TO	OCO	1,728	236,736
E598385809	11/15/2006	12:53:00	HAM-15	EAC			30	103,080
E509145956	11/15/2006	12:53:00	HAM-15	EAC	TO		10	32,320
E507515623	11/15/2006	12:58:00	PLY-15	EAA			1	2,822
E972891981	11/15/2006	12:59:00	LYN-13	EAA			179	316,114
E236687048	11/15/2006	12:59:00	BLS-23	EAA			1,968	1,153,248
E260044568	11/15/2006	13:00:00	FRG-25	ECC	TF	OCO	1,036	108,780
E315231355	11/15/2006	13:01:00	MCA-15	ECC	TO	OCO	52	9,048
E037628305	11/15/2006	13:01:00	STA-16	EBJ	TO	OCO	83	7,221
E529461811	11/15/2006	13:09:00	FRU-26	ECA	TO	OFU	7	2,310
E535538839	11/15/2006	13:13:00	LMD-16	EBJ	TF	OCO	50	42,350
E598446598	11/15/2006	13:14:00	CUM-13	EBI	TF	OFU	3	213
E710750894	11/15/2006	13:16:00	HAM-13	EAC	TF		21	36,204
E854739494	11/15/2006	13:18:00	LEA-13	EBI	TF	OCR	1,746	209,522
E294610386	11/15/2006	13:19:00	CUS-13	EAA			5	7,930
E392085882	11/15/2006	13:20:00	BLU-17	ECC	TF	OCO	22	6,710
E428580425	11/15/2006	13:21:00	CEN-15	EBE	TF	OCO	2	1,366
E930077416	11/15/2006	13:23:00	AIR-22	ECC	TO	OFU	6	3,732
E030124478	11/15/2006	13:24:00	BLU-16	ECC	TF	OCO	97	86,912
E782755885	11/15/2006	13:25:00	SUN-13	ECA		DNO	1,260	298,620
E286183026	11/15/2006	13:25:00	SUN-14	ECA		DNO	416	133,536
E145232467	11/15/2006	13:25:00	SUN-11	ECA		DNO	2,514	583,248
E301711091	11/15/2006	13:25:00	WAB-13	EBI	TO	OCO	41	3,690
E999235436	11/15/2006	13:26:00	HAM-15	EAC	TO		53	167,162
E145951835	11/15/2006	13:26:00	PAN-14	EBJ	TO	OFC	77	59,598
E746886728	11/15/2006	13:27:00	HAM-15	EAC	TO		63	200,529
E033733207	11/15/2006	13:27:00	SUN-12	ECA		DNO	555	176,490
E113016767	11/15/2006	13:27:00	HAM-15	EAC	TF		58	178,524
E313836299	11/15/2006	13:28:00	FWY-15	EBJ	EF	OSV	1	827
E650177361	11/15/2006	13:30:00	SOO-25	EBI	TF	OTR	326	88,020
E502626580	11/15/2006	13:31:00	WLK-13	ECA		OCO	4	5,568
E104438799	11/15/2006	13:31:00	WLK-13	ECA			4	3,776
E624357713	11/15/2006	13:31:00	HAM-15	EAC	TF		55	169,070
E745824034	11/15/2006	13:33:00	HEM-15	ECA	TF	OCO	114	72,504
E007009313	11/15/2006	13:34:00	NLM-13	EAC	TO	OFU	19	47,804
E591601334	11/15/2006	13:34:00	FRG-26	ECC	TF	OCO	18	5,958
E190664776	11/15/2006	13:35:00	LWS-13	EBI	TF	OCR	28	26,460
E771051496	11/15/2006	13:35:00	BDI-15	EBI	TO	OCO	98	19,404
E442839018	11/15/2006	13:37:00	PLU-24	ECC	TF	OCO	455	35,490
E586731930	11/15/2006	13:42:00	ORT-25	ECA		OCO	1,193	539,236
E235204904	11/15/2006	13:43:00	PLA-21	EBD	TO	OCO	727	172,299
E447629363	11/15/2006	13:43:00	BON-17	ECA	TF	OCO	1,530	786,420
E983025664	11/15/2006	13:44:00	HAM-15	EAC	TO		46	145,636

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E312254747	11/15/2006	13:44:00	KCR-17	EBJ	TO	OCO	237	136,512
E260390926	11/15/2006	13:44:00	YEL-25	ECC	TO	OCO	49	21,217
E093852575	11/15/2006	13:44:00	KLA-15	EBF	TO	OPO	2,055	2,132,580
E198791245	11/15/2006	13:45:00	FAL-13	EBF	TO	OCO	90	70,650
E518941415	11/15/2006	13:45:00	VIS-23	EAA			3	2,895
E234650029	11/15/2006	13:45:00	PHA-13	EBE	EF	OTF	193	127,187
E882675358	11/15/2006	13:46:00	HAM-15	EAC	TO		10	29,940
E284236068	11/15/2006	13:46:00	SHD-18	EBI	TF	OPO	55	52,185
E897036393	11/15/2006	13:46:00	HEM-16	ECA		OCO	148	88,652
E137612257	11/15/2006	13:46:00	FRU-25	ECA		OCO	311	37,942
E423490666	11/15/2006	13:47:00	MLK-13	EBE	TO	OCO	16	3,504
E930817155	11/15/2006	13:47:00	MAP-15	EBF	TO	OCO	99	2,772
E697090673	11/15/2006	13:48:00	HAR-23	EBJ	TF	OSV	6	6,012
E886883989	11/15/2006	13:48:00	BDI-12	EBI	TF	OCO	15	14,280
E372229041	11/15/2006	13:48:00	DIS-13	ECF	TO	OCO	80	23,440
E576862649	11/15/2006	13:49:00	BRS-24	EAC			434	213,094
E296405170	11/15/2006	13:49:00	LAC-16	ECC	TF	OCO	2	230
E794543385	11/15/2006	13:49:00	BRS-24	EAC	TF		412	630,772
E177768442	11/15/2006	13:50:00	LTA-18	ECA		OPO	1	1,015
E870565543	11/15/2006	13:52:00	YEL-26	ECC	TO	OCO	370	196,840
E282325364	11/15/2006	13:52:00	HAM-15	EAC	TO		20	73,580
E618181087	11/15/2006	13:53:00	SWI-17	ECC	TO	OCO	39	11,973
E815873099	11/15/2006	13:54:00	RAI-11	ECC	TO	OCO	100	43,900
E968920951	11/15/2006	13:54:00	RHO-17	ECA	TO	OCO	1,290	481,170
E852381637	11/15/2006	13:54:00	RHO-16	ECA		OCO	2,340	875,160
E914670153	11/15/2006	13:54:00	ORT-23	ECA		OCO	2,638	1,123,788
E180858523	11/15/2006	13:54:00	RHO-15	ECA		DNO	1,920	702,720
E683239510	11/15/2006	13:55:00	RAI-12	ECC	TF	OCO	50	22,050
E582354998	11/15/2006	13:55:00	WOB-25	EAA	TO		466	666,380
E494937750	11/15/2006	13:55:00	SWI-15	ECC	TO	OCO	100	28,300
E468823488	11/15/2006	13:55:00	EDG-16	EBJ	TF	OPO	11	7,645
E023686609	11/15/2006	13:56:00	ORT-23	ECA		DNO	30	48,150
E436657831	11/15/2006	13:57:00	YEL-23	ECC	TF	OCO	25	18,075
E990300224	11/15/2006	13:57:00	NBE-13	EBF	TO	OCO	11	17,523
E712357981	11/15/2006	13:58:00	LON-25	ECC	TO	OCO	50	20,200
E142256136	11/15/2006	13:58:00	GRV-15	ECA	TF	OPO	223	111,723
E567041784	11/15/2006	13:59:00	PMA-16	ECE	TO	OCO	5	7,495
E323507613	11/15/2006	13:59:00	SWI-13	ECC	TF	OCO	7	2,107
E362785087	11/15/2006	14:00:00	SNQ-15	EBF	EF	OTF	1	285
E781955434	11/15/2006	14:01:00	ROC-25	ECC	TO	OCO	41	12,505
E289381534	11/15/2006	14:02:00	KLA-17	EBF	EF	OPI	63	69,174
E340620897	11/15/2006	14:03:00	BON-16	ECA	TO	OCO	2,312	1,229,984
E487234262	11/15/2006	14:03:00	SAH-16	EBD	TO	OCO	1,613	462,931
E150349135	11/15/2006	14:03:00	LUH-15	ECC	TF	OCO	523	77,927
E506232096	11/15/2006	14:03:00	LUH-17	ECC	TO	OCO	584	87,016
E703237003	11/15/2006	14:04:00	CHA-15	ECC	TF	OCO	24	7,344
E814352556	11/15/2006	14:04:00	SAH-13	EBD	TO	OCO	1,995	570,570
E849310059	11/15/2006	14:05:00	BON-16	ECA		OCO	33	33,693
E529618098	11/15/2006	14:05:00	SAH-17	EBD	TF	OCO	688	196,080
E176578971	11/15/2006	14:05:00	PLA-23	EBF	TO	OCO	175	51,625
E547249587	11/15/2006	14:06:00	TOL-15	EBD	TO	OCO	51	51,714
E515756322	11/15/2006	14:06:00	LWS-13	EBJ	TF	OCR	6	5,364
E233721629	11/15/2006	14:06:00	RHO-13	ECA	TO	DNO	1,672	954,712
E990399598	11/15/2006	14:07:00	PLA-22	EBD	TO	OCO	333	70,929
E860066572	11/15/2006	14:07:00	PIK-21	EBF	TO	OCO	8	4,024
E611908560	11/15/2006	14:08:00	SAH-16	EBF	TO	OCO	10	2,870

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E976726774	11/15/2006	14:08:00	WOO-26	ECA	TO	OCO	58	40,658
E762786498	11/15/2006	14:08:00	EDG-15	ECA	TF	OCO	47	6,909
E153868901	11/15/2006	14:09:00	CUM-15	EBI	TO	OCO	35	36,435
E894474374	11/15/2006	14:10:00	PEA-15	EBJ	TO	OCO	2	1,560
E691240972	11/15/2006	14:10:00	PLA-24	EBD	TO	OCO	277	77,560
E547535045	11/15/2006	14:11:00	HKX-12	EAC	TO		87	56,463
E635093102	11/15/2006	14:12:00	LYO-12	EBJ	TF	OCO	5	2,340
E330923735	11/15/2006	14:13:00	SNQ-17	EBF	TO	OCO	109	75,864
E636921750	11/15/2006	14:15:00	EDG-12	ECA		OCO	5	6,900
E981008249	11/15/2006	14:16:00	TAN-16	ECC	TF	OCO	18	7,524
E860612604	11/15/2006	14:16:00	HAW-11	ECC	TO	OCO	14	4,032
E022074291	11/15/2006	14:17:00	WOO-27	ECA	TO	OPO	8	8,224
E043549261	11/15/2006	14:17:00	KLA-15	EBF	TF	OPO	9	8,874
E885389824	11/15/2006	14:18:00	WIS-13	EBF	TO	OCO	23	11,661
E783642982	11/15/2006	14:19:00	SEQ-22	EBI	TF	OCO	704	83,776
E527322911	11/15/2006	14:21:00	BIG-13	EAC	TF	OCO	1,850	667,350
E238583906	11/15/2006	14:22:00	HOL-12	ECA	TO	OPO	24	21,576
E887372726	11/15/2006	14:22:00	CLY-26	EBE	TO	OCO	25	27,200
E854487029	11/15/2006	14:23:00	BUC-16	ECA	TF	OCO	16	9,088
E111566900	11/15/2006	14:24:00	FLD-12	EAD	TO	OCO	1,287	722,007
E835384630	11/15/2006	14:26:00	TOL-17	EBD	EF	OTR	17	22,236
E539194006	11/15/2006	14:26:00	EDG-13	ECA	TO	OCO	1,519	66,836
E452385064	11/15/2006	14:27:00	SOO-25	EBJ	TO	OCR	21	7,833
E667089384	11/15/2006	14:28:00	BUC-16	ECA		OCO	2	2,676
E315823371	11/15/2006	14:28:00	HAZ-16	EBE	EF	OCO	163	101,875
E357747114	11/15/2006	14:32:00	BON-15	ECA		DNO	958	89,094
E319749294	11/15/2006	14:32:00	HAR-15	EBJ	TF	OSV	1	563
E605684082	11/15/2006	14:33:00	KWH-22	EBD	EF	OCR	210	215,670
E565584824	11/15/2006	14:34:00	GAR-12	ECA	TF	OCO	316	153,576
E601901988	11/15/2006	14:37:00	ING-15	EBD	TO	OCO	12	13,236
E478937668	11/15/2006	14:37:00	MCA-16	ECC	TF	OCO	1,097	146,998
E733918862	11/15/2006	14:38:00	BTR-21	EBE	TO	OCO	7	7,714
E010991922	11/15/2006	14:38:00	NRU-25	EBE	TF	OCO	909	206,343
E702888585	11/15/2006	14:40:00	COT-13	EBD	TO	OCO	2,031	785,997
E980887337	11/15/2006	14:40:00	NRU-23	EBE	TF	OCO	290	65,250
E495307389	11/15/2006	14:41:00	HAZ-12	EBE	EF	OCO	62	42,904
E772080397	11/15/2006	14:41:00	NRU-27	EBE	TF	OCO	672	150,528
E236489023	11/15/2006	14:41:00	VAS-23	EBL	TO		11	12,958
E127325254	11/15/2006	14:42:00	DUT-16	ECA	TF	OCO	690	351,900
E474183962	11/15/2006	14:44:00	NNO-12	EBJ	TF	OCO	23	9,568
E445096264	11/15/2006	14:45:00	ANA-16	EAC			129	214,785
E671441034	11/15/2006	14:45:00	ROS-22	EBD	EF	OCO	794	539,920
E273331233	11/15/2006	14:47:00	NRU-14	EBE	TF	OCO	166	36,188
E104104925	11/15/2006	14:51:00	NRU-26	EBE	TF	OCO	186	39,804
E015366759	11/15/2006	14:52:00	ROS-15	EBD	TF	OCO	12	5,856
E057092973	11/15/2006	14:55:00	SNQ-13	EBF	EF		23	29,785
E385818177	11/15/2006	14:55:00	PAN-16	EBJ	TF	OCO	6	4,110
E129724822	11/15/2006	14:56:00	FWY-11	EBJ	EF	OSV	4	2,656
E430936212	11/15/2006	14:57:00	FCH-24	ECA		OCO	150	140,700
E266716101	11/15/2006	14:57:00	SMR-23	ECA		OTR	3	3,429
E012016572	11/15/2006	14:58:00	GRI-16	ECC	TO	OCO	22	14,190
E962666675	11/15/2006	14:58:00	CED-17	ECA	TF	OCO	4	708
E412289741	11/15/2006	15:00:00	WIN-13	ECE	TO	OCO	22	33,440
E894421582	11/15/2006	15:00:00	BTR-22	EBD	TO	OCO	104	49,920
E746398049	11/15/2006	15:01:00	LYO-15	EBJ	TF	OCO	50	34,700

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E053998620	11/15/2006	15:02:00	BUC-26	ECA		OCO	1	1,304
E956998233	11/15/2006	15:03:00	EGT-25	EBE	TO	OCO	190	53,770
E776915256	11/15/2006	15:03:00	EGT-27	EBE	EF		57	29,070
E596893917	11/15/2006	15:05:00	KWH-25	EBE	EF		298	114,134
E168537292	11/15/2006	15:05:00	PAT-17	ECC	TO	OCO	75	61,875
E716044719	11/15/2006	15:06:00	EGT-11	EBE	TO	OCO	84	46,704
E938407527	11/15/2006	15:07:00	HAM-15	EAC	TF	OHR	110	220,330
E300115439	11/15/2006	15:15:00	PAN-15	EBJ	TF	OSV	2	1,544
E875354041	11/15/2006	15:18:00	SUM-15	EAC			100	296,700
E596987985	11/15/2006	15:18:00	PIK-24	EBF	TO	OCO	18	7,776
E766054731	11/15/2006	15:19:00	ELD-23	ECC	TF	OCO	20	14,920
E690354324	11/15/2006	15:19:00	SEH-13	EAA	EF	OSV	2	1,392
E671609204	11/15/2006	15:24:00	HOB-17	EBI	TF	OCR	17	15,062
E114546512	11/15/2006	15:26:00	MIR-13	EBF	TO	OCO	7	8,498
E342506593	11/15/2006	15:27:00	DES-12	EBJ	TF	OCO	4	3,192
E237124120	11/15/2006	15:27:00	MKI-17	ECC	TO		3	1,878
E178401325	11/15/2006	15:28:00	AVO-17	EBD	TO	OCO	284	128,368
E834781344	11/15/2006	15:30:00	AVO-15	EBD	TO	OCO	36	20,772
E686651525	11/15/2006	15:32:00	POU-15	ECE	TO	OCO	40	19,120
E353825413	11/15/2006	15:37:00	MIL-22	ECE	TO	OCO	167	89,011
10656857	11/15/2006	15:38:00	HOB-16	EBI	TO	OFU	3	3,756
E527492211	11/15/2006	15:40:00	PMA-12	ECE	TO	OCO	10	14,610
E902790310	11/15/2006	15:42:00	NHL-17	EBD			9	6,435
E726109645	11/15/2006	15:42:00	LTA-18	ECA		OPO	6	8,640
E060325930	11/15/2006	15:43:00	FNW-17	ECD	TO	OCO	2,221	492,167
E556286394	11/15/2006	15:43:00	SHE-15	ECE	TO	OCO	23	27,393
E018364673	11/15/2006	15:44:00	FNW-16	ECD	TO	OCO	1,394	315,044
E207578838	11/15/2006	15:44:00	HAM-15	EAC	TO		61	186,721
E315063036	11/15/2006	15:44:00	FNW-15	ECD	TO	OCO	1,617	365,442
E962286249	11/15/2006	15:44:00	FNW-13	ECD	TO	OCO	944	213,344
E434528310	11/15/2006	15:45:00	SIN-25	ECD	TO	OCO	888	195,360
E499063370	11/15/2006	15:45:00	KEA-14	ECF	TO	OTF	5	2,950
E381822665	11/15/2006	15:45:00	SIN-22	ECD	TO	OCO	819	180,180
E133676415	11/15/2006	15:45:00	KNM-23	EBD	EF	OFU	2	1,950
E648347962	11/15/2006	15:45:00	SIN-24	ECD	TO	OCO	884	194,480
E677356019	11/15/2006	15:46:00	PGA-13	ECE	TO	OCO	300	100,700
E219709950	11/15/2006	15:49:00	TRA-22	ECE	TO	OCO	1,545	398,610
E980136292	11/15/2006	15:55:00	HAM-15	EAC	TF		13	48,776
E248562989	11/15/2006	15:59:00	GRA-17	EBJ	TO	OCO	445	201,845
E237740139	11/15/2006	16:01:00	ING-13	EBD	TO	OCO	6	3,516
E395897336	11/15/2006	16:03:00	BUC-16	ECA		OTF	60	59,040
E766393825	11/15/2006	16:04:00	FRA-15	ECD	TO	OCO	5	2,795
E275671350	11/15/2006	16:04:00	ENU-17	EBI	TO	OCO	4	3,304
E813231612	11/15/2006	16:05:00	PHA-17	EBE	TO	OCO	36	25,668
E176623253	11/15/2006	16:10:00	NHL-15	EBD	TO	OCO	3,129	822,927
E805378061	11/15/2006	16:13:00	HAM-15	EAC	TF		23	66,976
E862195190	11/15/2006	16:15:00	NHL-13	EBD	TO	OCO	157	83,995
E926076741	11/15/2006	16:19:00	RPT-23	ECD	TO	OCO	4	1,800
E955998068	11/15/2006	16:23:00	AIR-26	ECC	TF	OCO	270	86,670
E093114316	11/15/2006	16:23:00	ASB-13	EBJ	TO	OTF	6	2,286
E898386547	11/15/2006	16:24:00	BLS-22	EAA	TF	OCO	61	26,901
E608291965	11/15/2006	16:25:00	UHL-25	EBD	TF	OCO	19	3,895
E287667830	11/15/2006	16:26:00	ZEN-24	EBJ	TF	OCO	5	3,370
E351387181	11/15/2006	16:28:00	BTR-22	EBE	TO	OCO	8	3,216
E081948887	11/15/2006	16:32:00	AIR-23	ECC	TO	OCO	46	17,388
E488467617	11/15/2006	16:34:00	PAT-15	ECC	TO	OCO	23	7,705

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E470632780	11/15/2006	16:37:00	FRU-25	ECA		OTF	4	5,560
E650397134	11/15/2006	16:38:00	PLG-17	ECC	TO	OCO	288	61,056
E432259565	11/15/2006	16:38:00	CAM-24	EBJ	TF	OCO	1	502
E929287064	11/15/2006	16:41:00	MIL-22	ECE	TO		287	61,131
E919269462	11/15/2006	16:42:00	GRV-16	ECA		OCO	2	2,824
E495314879	11/15/2006	16:42:00	PLG-13	ECC	TF	OCO	1	341
E284565492	11/15/2006	16:43:00	ELL-16	EBI	TF	OCO	8	4,216
E411973237	11/15/2006	16:47:00	BON-15	ECA		OCO	31	28,923
E472172240	11/15/2006	16:52:00	PRI-23	ECC	TF	OCO	2	796
E928819261	11/15/2006	16:53:00	HEM-13	ECA		OCO	12	12,804
E690185791	11/15/2006	16:54:00	GRA-16	EBJ	TF	OCO	1	186
E885557827	11/15/2006	16:55:00	FNW-17	ECD	TO	OSV	1	150
E976009421	11/15/2006	16:56:00	MTV-15	EAC			1	2,974
E121316055	11/15/2006	16:59:00	MER-16	EBE	EF		7	9,667
E875413697	11/15/2006	17:00:00	SST-17	EAA	EF	OCO	15	17,550
E572846917	11/15/2006	17:03:00	HAP-16	EAA	TO	OCO	161	14,007
E918619526	11/15/2006	17:03:00	ALG-15	EAC			636	129,252
E228957628	11/15/2006	17:07:00	ALG-12	EAC	TF	OCO	66	64,878
E353777705	11/15/2006	17:14:00	AVO-16	EBD	TO	OCO	6	4,056
E218511973	11/15/2006	17:19:00	BLS-25	EAA	TO	OCO	71	27,406
E513474885	11/15/2006	17:19:00	HOB-16	EBI	TO	OCO	122	92,842
E554060677	11/15/2006	17:21:00	HEM-13	ECA		OCO	8	9,832
E303875938	11/15/2006	17:34:00	GRV-12	ECA	TF	OTF	1	616
E539713335	11/15/2006	17:38:00	HOL-15	ECA	CR	OPO	71	209,592
E463563599	11/15/2006	17:38:00	HOL-15	ECA	TF	OCO	109	97,228
E865894293	11/15/2006	17:39:00	STA-13	EBK	PO	USV	1	221
E577908386	11/15/2006	17:40:00	SIL-13	ECE	TO	OCO	38	17,138
E216997823	11/15/2006	17:40:00	PIN-26	EBD	TO		428	404,180
E535536545	11/15/2006	17:40:00	MIL-23	ECE	TO	OCO	11	2,794
E228858329	11/15/2006	17:41:00	MIR-17	EBI	TO	OFU	7	2,240
E115047549	11/15/2006	17:41:00	BAK-23	EAA	TO	OCO	30	14,970
E812097764	11/15/2006	17:46:00	ALG-15	EAC	TF		21	34,944
E038220136	11/15/2006	17:46:00	WIN-15	ECE	TO	OCO	23	30,498
E370048328	11/15/2006	17:54:00	FRA-13	ECD	TO	OCO	40	9,440
E257574757	11/15/2006	17:54:00	SIL-13	ECD	TO	OCO	2	852
E938822262	11/15/2006	17:54:00	VAS-13	EBL	TO		16	14,720
E343432971	11/15/2006	17:58:00	LWS-14	EBI	TF	OCO	20	11,350
E870711882	11/15/2006	18:00:00	WOL-25	ECC	TO	OCO	5	2,600
E741852135	11/15/2006	18:02:00	LOL-21	ECD	TO	OPO	11	15,389
E275503730	11/15/2006	18:03:00	PLA-21	EBD	TO		36	25,092
E490562699	11/15/2006	18:04:00	KAP-15	ECA	TF	OCO	175	193,725
E264805027	11/15/2006	18:09:00	RHO-13	ECA		OCO	73	78,110
E373184929	11/15/2006	18:12:00	CHA-16	ECC	TF	OCO	4	1,480
E535108356	11/15/2006	18:14:00	CED-17	ECA	TF	OCO	1	40
E608450974	11/15/2006	18:16:00	UHL-23	EBD	EF	OFC	2	548
E323205827	11/15/2006	18:23:00	MAN-13	ECD	TO	OCO	6	4,622
E878720434	11/15/2006	18:28:00	NRU-23	EBE	TO		10	2,280
E656251000	11/15/2006	18:30:00	KAP-16	ECA		OPO	20	12,580
E233817533	11/15/2006	18:31:00	WCA-16	EBJ	TF	OCO	2	726
E568122981	11/15/2006	18:36:00	SKE-22	ECE	TO	OCO	36	20,304
E098157147	11/15/2006	18:42:00	HAP-16	EAA	TF	OCO	179	70,347
E125033297	11/15/2006	18:44:00	FRG-25	ECC	TF	OCO	8	2,168
E828036537	11/15/2006	18:44:00	FRA-16	ECD	TO	OCO	9	2,160
E475357521	11/15/2006	18:56:00	RIV-15	EAC	EF	OJU	7	3,710
E384993055	11/15/2006	18:58:00	IRO-13	ECF	TO	OCO	29	21,688
E743703607	11/15/2006	19:10:00	SOO-25	EBI	TF	OCO	112	72,800

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E177276388	11/15/2006	19:10:00	BDI-15	EBI	TF	OCO	5	5,300
E982533209	11/15/2006	19:10:00	PIN-25	EBF	EF		8	12,600
E654724960	11/15/2006	19:10:00	CPV-12	EAD	TF		4	6,236
E658812058	11/15/2006	19:11:00	CAR-13	EAA	TF	OCO	16	8,224
E233774697	11/15/2006	19:16:00	PLA-23	EBF			31	13,702
E385839600	11/15/2006	19:27:00	BCH-15	EAA			8	7,584
E785756105	11/15/2006	19:28:00	RPT-15	ECD	TO	OTR	3	3,204
E698974594	11/15/2006	19:29:00	BAK-25	EAA	TF		87	215,847
E286289587	11/15/2006	19:30:00	RDO-13	EBJ	TF	OCO	22	3,630
E398741786	11/15/2006	19:36:00	PIP-23	EBI	TO	OCO	35	2,940
E833841199	11/15/2006	19:48:00	LUH-17	ECC	TF	OCO	8	1,656
E723054169	11/15/2006	19:50:00	LMC-27	EBF	TO	OSV	5	3,385
E873451226	11/15/2006	19:51:00	FAB-16	EAD	TO	OCO	14	3,486
E957754680	11/15/2006	19:53:00	PET-15	EAC			829	672,883
E199691482	11/15/2006	19:53:00	HAS-13	ECF	TO	OCO	243	66,339
E303331517	11/15/2006	19:55:00	FRG-15	ECC	UN	OCO	1	275
E307873021	11/15/2006	20:00:00	CRE-13	EAD	TO	OCO	48	37,440
E049840039	11/15/2006	20:05:00	LON-26	ECC	TF	OCO	1,315	69,695
E773195028	11/15/2006	20:12:00	RHO-16	ECA		OCO	88	61,160
E472123720	11/15/2006	20:12:00	SWI-17	ECC	TO	OFU	14	3,892
E750009741	11/15/2006	20:14:00	MIL-22	ECE	TO	OCO	35	26,810
E794982272	11/15/2006	20:17:00	LON-23	ECC	TF	OCO	40	12,520
E816388680	11/15/2006	20:20:00	LON-23	ECC			118	8,260
E041206223	11/15/2006	20:24:00	CPV-15	EAD			125	210,750
E327532759	11/15/2006	20:27:00	BLU-17	ECC	TF	OCO	5	350
E655035479	11/15/2006	20:38:00	NHL-15	EBD	TO	OCO	3,129	96,999
E326911572	11/15/2006	20:39:00	HOB-15	EBI	TF	OCO	5	2,805
E187327737	11/15/2006	20:42:00	LON-25	ECC			72	17,856
E237306023	11/15/2006	20:43:00	RHO-15	ECA	TF	OCO	31	8,928
E112645375	11/15/2006	20:49:00	ALG-15	EAC	TF		14	24,514
E271327153	11/15/2006	20:51:00	FAB-15	EAD			7	9,443
E051154578	11/15/2006	20:51:00	EDG-15	ECA	TO	OTF	5	345
E520055839	11/15/2006	21:00:00	GOO-13	EBF	EF		144	101,520
E311019682	11/15/2006	21:00:00	PIP-23	EBI	TF	OSV	1	90
E057386701	11/15/2006	21:02:00	GOO-13	EBE	EF	OFU	225	13,050
E638986056	11/15/2006	21:08:00	LON-26	ECC	TF	OCO	3	1,341
E780432349	11/15/2006	21:13:00	RAI-11	ECC			14	994
E200015282	11/15/2006	21:16:00	RAI-12	ECC			123	8,241
E618786738	11/15/2006	21:21:00	RAI-12	ECC	TO	OCO	10	4,340
E933306014	11/15/2006	21:25:00	COT-13	EBD	TO		134	111,220
E314032020	11/15/2006	21:34:00	NHL-15	EBD	EF	UTC	226	260,126
E328172249	11/15/2006	21:42:00	ORT-23	ECA		OCO	135	93,960
E910340311	11/15/2006	21:43:00	KWH-25	EBE	TO	OCO	77	19,789
E045576161	11/15/2006	21:45:00	WIS-16	EBF	TO	OCO	1	215
E472065639	11/15/2006	21:52:00	WWR-39	EBI	TF	OCO	1	188
E466323666	11/15/2006	22:00:00	LYO-12	EBJ	TO	OCO	4	1,320
E712655551	11/15/2006	22:03:00	DUV-15	EBD	TO		42	42,294
E432457790	11/15/2006	22:19:00	VAS-22	EBL	TO	OCO	2	1,544
E614414534	11/15/2006	22:23:00	RAI-12	ECC			85	3,145
E103267297	11/15/2006	22:24:00	RAI-11	ECC			12	432
E118515895	11/15/2006	22:31:00	TLN-0042	ECA	TF	OCO	3,010	1,074,570
E364428354	11/15/2006	22:32:00	SLA-16	EAA			528	735,504
E340667816	11/15/2006	22:33:00	HLC-23	EAD			119	180,523
E699642081	11/15/2006	22:33:00	HLC-23	EAD			8	15,976
E139931464	11/15/2006	22:35:00	WAB-13	EBI	TO	OCO	727	83,605
E182374626	11/15/2006	22:37:00	LTA-17	EBI	TF	OCO	32	14,176

Qualifying Storm Event
November 15, 2006

Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E366852103	11/15/2006	22:37:00	WAB-12	EBI	TF	OCO	244	27,572
E755412671	11/15/2006	22:42:00	LYO-12	EBJ	TF	OCO	1	918
E288446744	11/15/2006	22:50:00	HAS-15	ECF	TO	OCO	46	46,380
E182542510	11/15/2006	22:52:00	HLC-25	EAD	TO	OCO	50	66,400
E721213972	11/15/2006	22:58:00	COT-17	EBD	TF	UTC	1	952
E485157117	11/15/2006	23:00:00	BON-13	ECA		OCO	24	13,272
E068206641	11/15/2006	23:22:00	NRU-23	EBE	TO		5	3,190
E374761437	11/15/2006	23:34:00	BON-17	ECA	TO	OCO	12	6,504

Terms, Codes and Definitions Used on Detail Reports

Notification	[Notification Number] A number assigned by SAP, identifying the outage record
Date	The date of the outage
Time	The time of the outage
Circuit	[Reference Circuit] The circuit identifier for the affected circuit
F/LOC	[Functional Location] The grid number where the outage occurred. If the grid number is not available, the Reference Circuit identifier occupies this field
EQT NBR	[Equipment Number] A number used to tie the equipment involved in the outage to the related information in SAP. This number does not represent the physical number of the equipment

Area	[Maintenance Planner Group] A code representing the energy, region and service center	
	EAA – Bellingham	EBJ – South King
	EAB – Lynden	EBK – Southwest King
	EAC – Skagit	EBL – Vashon
	EAD – Whidbey	ECA – Puyallup
	EBD – Redmond	ECC – Olympia
	EBE – Factoria	ECD – Port Orchard
	EBF – Snoqualmie	ECE – Poulsbo
	EBI – Enumclaw	ECF – Port Townsend

Cause	Cause of Outage	
	AO – Accident Other	EF – Equipment Failure
	BA – Bird or Animal	EO – Electrical Overload
	CP – Car Pole	FI – Faulty Installation
	CR – Customer Request	TF – Tree Off Right-of-Way
	DU – Dig-up Underground	TO – Tree On Right-of-Way
	SO – Scheduled Outage	UN – Unknown

Equipment	Affected by, or involved in the outage	
	OCN – Connector	OSW – Overhead Switch
	OCO – Overhead Conductor	OTF – Overhead Transformer Fuse
	OCR – Crossarm	OTR – Overhead Transformer
	OFC – Overhead Cut-out	OUP – OH to UG Primary
	OFS – Overhead Fire Signal	OUS – OH to UG Secondary Service
	OFU – Fuse Link/OH Line Fuse	SBF – High-side Bank Fuse
	OGS – Span Guy	SCB – Power Circuit Breaker
	OHR – Overhead Recloser	UOT – Underground Outdoor Term
	OIN – Insulator	UPC – Underground Primary Cable
	OJU- Jump Wire	UPT – Padmount Transformer
	OPI – Overhead Pin Insulator	USV – Underground Service
	OPO – Pole	UTC – Underground Terminal Fuse
	OSV – Overhead Service	UTR – Submersible Transformer
	ORE – Regulator	

Codes, Definitions – Continued

CUST OUT	[Customer Out] The number of customers without power for any given outage record
CUST MIN	[Customer Minutes] The total number of minutes customers were without power for any given record
CODE	[Storm Code] An event descriptor
	NON – Non Storm / Normal Conditions
	WTH – Weather Related (eg: wind storm, showers, etc)
	MAJ – Major event

Newsprint Media Coverage



Thursday, November 16, 2006

New storm breaks Seattle rainfall record

SUMNER - Rain and wind again battered the Puget Sound region on Wednesday, leaving tens of thousands of people without power and setting a rainfall record in Seattle.

The new storm came as emergency management officials began touring areas hit hard by flooding earlier this month that killed two, forced hundreds of people from their homes and damaged structures throughout Western Washington.

Wednesday's rain wasn't on the scale of that deluge, but it was accompanied by strong winds that toppled trees, forced road and bridge closures and left people in the dark.

Puget Sound Energy said it had more than 130,000 customers without power at one point, and it was still out to about 100,000 customers in Western Washington late Wednesday night. More than 100 crews were working to get the lights back on.

Hardest-hit areas

The hardest hit areas were in Whatcom, Island and Jefferson counties in northwest Washington, but parts of Skagit, King, Pierce and Kitsap counties also were affected.

Wind gusts to more than 70 miles per hour raised havoc with trees sitting in saturated ground. Utility crews were called in from as far away as Montana, Colorado and Idaho.

Some people might be without power for a few days, Puget Sound Energy said.

Wednesday's rain raised Seattle's total rainfall for November to 11.63 inches at Seattle-Tacoma International Airport as of

8 p.m., breaking the record set in 1998, when 11.62 inches fell in the month, the National Weather Service reported.

The National Weather Service issued flood warnings for the Skokomish River in Mason County and the Bogachiel and Elwha rivers in Clallam County. High winds also twice closed the Hood Canal floating bridge to vehicle traffic.

However, a winter storm warning for the mountains of Eastern Washington and northern Idaho was canceled as the storm began to taper off.

Local, state and federal teams met under rainy skies in this town east of Tacoma to look at damage to private property. Preliminary assessments also began in King County, and surveys were set to start Friday in Snohomish County.

Results will be forwarded to Gov. Chris Gregoire next week to help determine whether to request that President Bush declare parts of the state a federal disaster area, making them eligible for federal money to clean up and rebuild, said Rob Harper, spokesman for the state's Emergency Management Division.

State of emergency

A state of emergency was issued for 24 counties last week after record rains pushed rivers and streams over their banks.



Cont'd

There was excessive flooding along the Puyallup, Carbon and White rivers in Pierce County, and at one point more than 1,500 people were evacuated from their homes.

On Tuesday, the Pierce County Department of Emergency Management issued a preliminary report of more than

\$40 million in damage to private property, with at least 175 residential properties and nine businesses affected.

In Snohomish County, flood damage to personal property is estimated between \$3.3 million and \$3.5 million, said Chris Badger, deputy director of the Snohomish County Department of Emergency Management. Figures don't include roads, dikes, levees and other government-owned property.

"We'll have a better picture on Friday," Badger said, when federal emergency management officials are expected to tour the region to help assess damage.

In coming days, six damage assessment teams will tour 24 Washington counties. Separate teams later this month will assess damage to publicly owned facilities and structures, such as roads, bridges and water treatment plants.



Thursday, November 16, 2006

2nd major storm of week cuts power to thousands

Jeremy Pawloski

Strong winds blew more trees onto power lines Wednesday, causing widespread outages in Thurston County, with some of the hardest-hit areas including Lacey, Oyster Bay, Yelm and Rainier, emergency officials said.

"I don't know if any of us have power," said Southeast Thurston County Fire Chief Rita Hutcheson, whose coverage area includes Yelm and Rainier. At 4 p.m. Wednesday, traffic lights were not working in Yelm, and "traffic is horrible," Hutcheson said. At 8 p.m., Yelm was still without power.

Peak wind gusts of 43 miles per hour were recorded at Olympia Regional Airport at 12:28 p.m. Wednesday. A dispatcher in Thurston County said "that the whole Ruddell Road area of Lacey is out," and areas of Marvin Road and Lake Forest also were without power.

In Olympia, a falling tree slammed into the roof of Ann Sjodin's home on Eskridge Boulevard near Olympia High School.

The tree punched a "big gaping hole in the ceiling" of the bedroom of Sjodin's 6-year-old son, Logan, although he was not in the bedroom at the time. Sjodin said her neighbor's 80-foot-tall tree was knocked down by the wind.

The Coast Guard was called to help find a boat that was adrift off Johnson Point. The winds also had taken a portion of the dock there, the dispatcher said.

In Rainier and Yelm, emergency responders had trouble keeping up with all of the outages, Hutcheson said.

"Use caution," Hutcheson warned drivers.

"Watch for falling trees. If you don't need to go out, don't."

Widespread outages

A spokesman for Puget Sound Energy offered a similarly grim assessment of the toll the storm was taking on Western Washington.

PSE spokesman Dennis Smedrud said there were too many outages in the Thurston County and surrounding areas Wednesday afternoon to accurately pinpoint them all.

PSE called in crews from out of state to help deal with all of the downed power lines, he said.

"At this stage, when we start calling crews from out of state, it's a big one," Smedrud said.

"I don't think we're going to be looking at everyone being on line tomorrow morning - it's that big."

The outages continued Wednesday night, making it difficult to give total numbers of affected areas in Thurston County, PSE spokeswoman Dorothy Bracken said.

"We are experiencing new outages," she said. "The wind has not died down as of 7 p.m.," she said.

Griffin Fire District 13 firefighter Luke Ansdén said that a number of trees knocked out power lines in the Oyster Bay area Wednesday, but had been cleared from roads by early evening.

Ansdén said that he was not sure whether power had been restored to all of the affected areas in his district, but power had been restored to the fire station, which lost power earlier in the day.

And the rain

This November is shaping up to be one of the rainiest on record in Western Washington, according to the National Weather Service in Seattle.

At Olympia Regional Airport, as of 9 p.m., 14.82 inches of rain had fallen so far this month, moving this November up to number four on the list of all-time rainiest Novembers in Olympia, Burg said.

The No. 1 rainiest November in Olympia was 15.51 inches, in November 1962. Today's Olympia forecast predicts a 40 percent chance of showers, with highs in the mid-40s, Burg said. Today's winds are predicted to be around 10 to 15 miles an hour.

As of Wednesday night, there were no flood advisories in Thurston County. However, there was a flood warning for the Skokomish River at Potlatch in Mason County, Burg said.

The northern coast of Washington had a tsunami watch Wednesday morning, Burg said.



Thursday, November 16, 2006

Cont'd

"There was a large earthquake in the Kuril Islands off of the northern island of Hokkaido in Japan" at 4:14 a.m. Pacific coast time, Burg said.

That resulted in a tsunami watch off the northern coast of Washington, but it was canceled by 7 a.m. Wednesday, and no big waves ever hit the coast in Washington, he said.

Traffic

Wednesday's rainy, windy weather caused an increase in fender benders, but no crashes involving fatalities or serious injuries in Thurston County, said State Patrol Trooper Mark Lewis.

"People need to slow down and increase their following distances," Lewis said.

As of Wednesday night, there had been 44 outages reported in Thurston County, including up to five substations that had been knocked out across Thurston County, Puget Sound Energy spokeswoman Dorothy Bracken said.

- Substations typically provide power to anywhere from 5,000 to 10,000 individual residences, so it is likely that Wednesday's outages were affecting larger numbers of customers than the scattered outages Monday, Bracken said.

- Across PSE's coverage area, including nine counties across Western Washington, there were more than 100,000 customers without power as of Wednesday night, Bracken said.

That number comprises 10 percent of PSE's total number of more than 1 million customers, she said.

Rain records

This November is Olympia's fourth-wettest ever, and it's only halfway through the month. Here are the top five wettest Novembers in Olympia since weather observations began at the Olympia Airport in 1948, according to the National Weather Service.

1. 15.51 inches, November 1962
2. 15.28 inches, November 1998
3. 15.06 inches, November 1990
4. As of 9 p.m. Nov. 15, 2006, 14.82 inches
5. 13.56 inches, November 1995

- The wettest month ever in Olympia was January of 1953, when there were 19.84 inches of precipitation.



Thursday, November 16, 2006

High winds leave at least 25,000 without power

PAUL SAND; The News Tribune

A windstorm pulled down trees and knocked out power for at least 25,000 people in Pierce County on Wednesday, yet the South Sound area was spared from the brunt of the storm, which hit coastal areas and the northern Puget Sound with wind gusts above 90 mph.

The Tacoma Narrows Airport recorded a gust of 43 mph. In comparison, Bellingham tallied a 61-mph gust, and Tatoosh Island off the tip of the Olympic Peninsula in Clallam County was the day's worst at 91 mph.

"Yeah, you guys were spared," said Allen Kam, a National Weather Service meteorologist in Seattle.

People in the South Sound can expect calmer weather today, temperatures in the upper 40s to mid-50s, wind from 10 to 15 mph and only a 30 percent chance of rain.

"I'm sure some people will like that a lot more," said meteorologist Johnny Burg.

At least 20,000 people were without electricity Wednesday night in Pierce County, said Dennis Smedsrud, a Puget Sound Energy spokesman. Bonney Lake, Orting and areas south of Orting were most affected by the winds, he said. Other areas also experienced outages, including much of Steilacoom.

Between 4,000 and 5,000 Tacoma Power customers and 200 people with Peninsula Power were without power.

Smedsrud said the company had 90 crews working on the outages, which affected about 100,000 people from Whatcom to Thurston counties. They hoped to have most of the power restored by today, although some people in remote areas might not have their lights turned back on until Friday, he said.

Additional crews from surrounding states and California were en route to Washington to help work today on long-term fixes to the power outages, Smedsrud said.

With less rain than expected Wednesday, the Pierce County Emergency Management Department breathed a sigh of relief about the area's rivers.

Staff monitored the Puyallup River at Orting and the Nisqually River at Mount Rainier National Park, expecting both to peak late last night or early this morning but not spill over their edges, said department spokeswoman Sheri Badger.

The department dispatched four crews to clear downed trees and power poles that blocked a handful of roads in the county, she said.

Badger cautioned they might still be closed this morning. They were:

• Fairfax Forest Reserve Road East about 1 1/2 miles from Highway 165. Only one lane was open.

• 198th Avenue East was blocked between 120th Street East and Rhodes Lake Road East.

• 120th Street East west of 224th Avenue East.

• 288th Street East and 126th Avenue East.

• 40th Street East between 214th Avenue East and 230th Avenue East.

The high winds pulled down a poplar tree on Janice and Scott Hanson's house, east of Tacoma in the county, crushing its roof, said Janice Hanson.

The Hansons removed the tree with a crane, but Janice's Jeep and her son's Honda sport utility vehicle remained pinned inside the garage, she said. The family will have to live elsewhere for four or five months as their home's roof is replaced.

Hanson said winds were high Wednesday, but that she'd experienced stronger with less damage. "I've seen way worse windstorms than that without trees coming down," she said.

Seattle Post-Intelligencer

Thursday, November 16, 2006

Strong winds knock out power to about 150,000 Federal, state authorities assess flood damage

P-I STAFF AND NEWS SERVICES

High winds took out power lines and driving rain elevated flood levels again Wednesday as emergency management officials began touring areas hit hard by flooding earlier this month.

Rain and wind again battered the Puget Sound region into the evening hours, but not the deluge that soaked the area last week and killed two, forced hundreds of people from their homes and damaged structures throughout Western Washington.

The National Weather Service issued a flood warning for the Skokomish River near Potlach in Mason County, and warnings were issued for possible closures on state Routes 101 and 106.

High winds also closed the Hood Canal floating bridge to vehicle traffic for several hours, and trees were reported down in numerous outlying areas.

The winds knocked out power to about 150,000 customers throughout Western Washington, including an area near Discovery Park in Seattle, keeping utility companies swamped.

Puget Sound Energy still had 100,000 customers without power by 9 p.m. Wednesday, with the hardest hit areas in Jefferson, Island and Whatcom counties, spokesman Dennis Smedsrud said.

The damage was so widespread that PSE called in extra crews from companies in Eastern Washington and other states, including Idaho, Oregon, California and Colorado, he said.

"Given that we're pulling these people from outside the area means we don't expect to have this fixed by (this) morning," he said.

The damage was mostly from trees snagging power lines.

About 9,000 customers lost electricity for a sustained time period in Snohomish County. Power had mostly been restored by late Wednesday, although about 1,500 customers in northern parts of the county still were in the dark by 9 p.m., the Snohomish County Public Utility District reported.

Earlier in the day, local, state and federal teams met under rainy skies in Sumner to look at damage to private property.

Preliminary assessments also began in King County, and surveys were set to start Friday in Snohomish County, reports said.

A state of emergency was issued for 24 counties last week after record rains pushed rivers and streams over their banks.

There was excessive flooding along the Puyallup, Carbon and White rivers in Pierce County, and at one point, more than 1,500 people were evacuated from their homes.

On Tuesday, the Pierce County Department of Emergency Management issued a preliminary report of more than \$40 million in damage to private property, with at least 175 residential properties and nine businesses affected.

"These are staggering numbers, but they don't truly capture the scope of this disaster," said the county's director of emergency management, Steve Bailey.

Seattle Post-Intelligencer

Thursday, November 16, 2006

Cont'd

"Many of the hardest-hit areas house our most vulnerable citizens, and they have immediate needs for temporary shelter, food and clothing," Bailey said.

Representative from the state, Federal Emergency Management Agency and the U.S. Small Business Administration joined King County Emergency Management officials Wednesday in surveying the Snoqualmie Basin area, including North Bend, upper Preston and Snoqualmie, said Jamie Quick, a spokesman for emergency management.

They'll focus on other areas of the county today.

No damage estimates for King County were immediately available, Quick said.

In Snohomish County, flood damage to personal property is estimated between \$3.3 million and \$3.5 million, said Chris Badger, deputy director of the Snohomish County Department of Emergency Management. Figures don't include roads, dikes, levees and other government-owned property.

"We'll have a better picture on Friday," Badger said, when federal emergency management officials are expected to tour the region to help assess damage.

In coming days, six damage-assessment teams will tour 24 Washington counties.

Separate teams later this month will assess damage to publicly owned facilities and structures, such as roads, bridges and water-treatment plants.

KING COUNTY Journal

Thursday, November 16, 2006

Latest dose of rain causes power outages across county; more is on the way

By Bruce Rommel
Journal Reporter

The latest round of rain and wind caused scattered power outages Wednesday night around the Eastside and south King County while state officials kept a close eye on the State Route 520 bridge.

The forecast is calling for a chance of showers and some wind today through Saturday, typical weather for this time in November, according to Johnny Burg, a Weather Service meteorologist.

But yet another Pacific system front is expected by Sunday. "It should bring another dose of rain and wind," Burg said.

High winds and heavy rains Wednesday wiped out power throughout Western Washington. A Puget Sound Energy spokesman said 100,000 customers were out of power in outages that spanned eight of the nine counties the company serves.

The outages outstripped PSE's local workforce, forcing the company to call in crews from as far away as Montana, Nevada, California, and Idaho.

Crews from Oregon and Eastern Washington are scheduled to arrive late Wednesday, but conditions have been so severe that it could be Friday before customers in far-flung areas like Enumclaw get their power restored.

Southerly winds whipping across Lake Washington reached gusts up to 49 mph at the weather station on the SR 520 bridge Wednesday afternoon, but sustained winds only reached the 30-35 mph range.

"When we get sustained winds of 50 mph for 15 minutes, that's when the bad news happens and we have to get the traffic off and close the bridge," said Archie Allen, a bridge maintenance and operations superintendent for the state Department of Transportation.

Crews at the bridge kept their eyes on the traffic, the lake and the wind gauge through the afternoon's high winds and would remain into the evening hours, just in case, Allen said.

During high winds that might damage the aging floating bridge, traffic is halted and the mid-span is open to relieve pressure on the bridge structure. The SR 520 bridge was last closed because of high winds in February and March. The last wind closure before that was about five years ago, Allen said.

The latest system from the Pacific Ocean that washed across Western Washington was expected to bring 2 to 5 inches of rainfall Wednesday to the Cascade Mountains and 1 to 3 inches around the Puget Sound region.

Minor flooding was expected by late Wednesday night around King County and a flood watch remained in effect for the Snoqualmie River, according to the National Weather Service.

KING COUNTY Journal

Thursday, November 16, 2006

Cont'd

Traveling to the Apple Cup?

UW and WSU football fans heading for the annual Apple Cup game in Pullman on Saturday probably will encounter rain and slush at Snoqualmie Pass if they're traveling between Friday night and Sunday night.

The National Weather Service on Wednesday was calling for 2 to 6 inches of new snow today at Snoqualmie Pass.

But starting Friday, warmer air moving into the Cascade Mountains should drive the snow level to higher elevations.

Interstate 90 climbs to 3,022 feet at Snoqualmie Pass. Weather Service forecasters said the snow level would be around 2,000 to 2,500 feet today and tonight.

But on Friday, snow levels are expected to rise to higher elevations of perhaps 3,000 to 4,000 feet, meaning chances of rain showers at the pass while the snow will be falling on the higher slopes.

By Saturday, snow levels are expected to rise above 4,000 feet and remain at higher elevations most of Sunday. Then it begins dropping again, with possibilities of snow showers Sunday night and Monday at Snoqualmie Pass.

"Just in case, people should always be prepared for winter driving conditions there, with chains in their cars," said Johnny Burg, a Weather Service meteorologist.

For information on Cascade Passes or other traveler's information:

See the state Department of Transportation Web site at <http://www.wsdot.wa.gov>
Dial 511 on any telephone for recorded information.

Rain record expected

The latest series of rain showers Wednesday was expected to set a record at Sea-Tac Airport.

As of 5:30 p.m. Wednesday, a total of 11.56 inches of rain had fallen at Sea-Tac since Nov. 1, according to the National Weather Service.

The old record was 11.62 inches for all of November in 1984. That record was expected to be easily topped by early today at the airport, where weather records have been kept since 1945.



Friday, Nov. 17, 2006

County residents tackle damage from storm's wrath

Crews restore power; parks, trails hard hit

SERENA LEI

THE BELLINGHAM HERALD

The wind and rain had cleared by Thursday morning, but residents were still dealing with power outages, road closures and property damage across the county.

Whatcom County was battered by sustained 30 to 40 mph winds Wednesday with regular blasts of stronger gusts, according to the National Weather Service. The Bellingham Cold Storage weather station recorded wind gusts up to 82 mph on Bellingham Bay.

"It's just crazy what Mother Nature does," said Molly Fay, who watched the wind uproot a backyard tree, just missing her Fairhaven home. "It didn't sound like anything. It didn't even shake the house. It just laid down so peacefully. ... It was surreal."

POWER OUTAGES

Whatcom County Public Works crews continued to clear debris and fallen trees Thursday and several roads were still closed. Power outages closed a number of schools.

The storm knocked out power to approximately 135,000 customers statewide, said Puget Sound Energy spokeswoman Dorothy Bracken.

Nearly 10,000 Whatcom County residents, mostly in rural areas, were still without power Thursday morning. Power was expected to be restored by late today, although a few homes may still be dark, said PSE spokesman Dennis Smedsrud.

PSE could not give specific areas in the county that were affected, but Whatcom, Skagit and Island counties were the worst hit.

Grocery stores had to scramble to save perishable items when the power went out. Safeway in Lynden was without power for 13 hours, said spokeswoman Cherie Myers, so staff loaded food onto refrigerated trucks.

"We feel pretty fortunate," Myers said. "We lost a minimal amount of product. We were able to save our meat. ... We did lose some of our dairy."

DOWNED TREES

Bellingham Mayor Tim Douglas said city parks and trails were badly damaged by wind. A city press release warned that Elizabeth Park experienced "major tree damage" and should be avoided until the debris is cleared.

Lynne Givler, parks operations manager for Whatcom County Parks & Recreation, said that not every trail is marked with a "closed" sign, so residents should be careful.

"At this point, I couldn't tell you how soon it will be before we completely open up some of the more remote trails," Givler said. "Exercise good judgment and we'll do our best to clear things out."

Tracy Diller of Whatcom Waterfront Construction came across downed trees on North Shore Drive Wednesday and called his crew to take action. Equipped with a crawler and chainsaws, Diller and two others cut through three trees to open up the road.

Diller's trying to work out a relationship with county emergency management so he can put his equipment to work if needed again. This time was just volunteer work.

"We stepped in and did what we consider our emergency civic duty," Diller said. Kelly Sullivan found out the

roof had blown off his Ferndale barn when his granddaughter saw the damage from her view at Horizon Middle School.

The walls of the barn, which met at the top to form the roof, came apart, opening up like a flower, he said, and fell to the ground on all four sides.

Sullivan had spent years restoring the barn and setting up pitching cages and lights for indoor softball games. "I was stunned," he said.

Qualifying Storm Event
November 15, 2006



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“He loves that place,” said Kelly’s wife, Patty Sullivan. “That’s his dream home. That’s his baby.”

Friends and neighbors helped Sharylann Zylstra and Thelma Lewis save their Lynden business Wednesday after wind damaged the roof and rain began pouring in.

The owners were joined by some 30 volunteers, many called in by friends, who quickly salvaged thousands of dollars of merchandise, including cloth and shelving, from the Tangled Threads Quilt Shop.

“It took us four years to build and three hours to take down,” Zylstra said. “We just gutted it.”

Zylstra said the store now looks like “a war zone.” Ceiling lights were filled with water, carpets were saturated with rain and bits of ceiling tile lay crumbled on the ground.

“We’ll definitely open up again,” Zylstra said. “We don’t know where, we don’t know when ... but we’re OK. ... We just appreciate all the angels that come our way and helped us.”



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It's a howler

By Paul Boring

Power outages caused by Wednesday's fierce storm brought commerce to a standstill in the county and siphoned cars onto roads with intersections devoid of streetlights.

Drivers eyed their gasoline gauges, wondering where their vehicle's next petrol fix would come from. Generators blared and candles flared. Trees fell with power lines in tow. Island County was officially making headlines, albeit the wrong kind.

North Whidbey Fire and Rescue couldn't keep their phones on the hook. The fire personnel fielded 72 calls during the 24-hour period from midnight to midnight. Fire Chief Marv Koorn said they set up an area command center at 9:30 a.m. at the station on Heller Road. All available volunteers gathered and I-COM sent over calls, which were then prioritized depending on the direness of each situation.

Koorn said Thursday morning was a breath of fresh air compared to the maelstrom the previous day.

"It's slowed down a lot," he said.

Slow, however, was not an adjective Koorn said he would use for Wednesday's events.

"It went very fast," he said. "It went well and it was a good exercise. But I wouldn't want to do it again tomorrow."

Fierce winds and saturated soil were successful in unearthing many trees during Wednesday's storm, which left the county without power for much of the day.

"Puget Sound Energy had a difficult task," said Bill Oakes, Island County Public Works Department director. "There was a lot of downed power all over the island."

At the storm's peak, Public Works had to contend with 15 to 20 road closures at one time, primarily on Whidbey Island.

"We had two gusts in the afternoon that hit 70 mph," Oakes said. "The crews did great work and we kept everybody safe and got everything as clear as we could and as quick as we could."

Oakes and Mike Simmons, Island County Department of Emergency Management emergency planner, set up an emergency operations center in the DEM's office, answering calls and developing a game plan while carefully monitoring the storm's progress in real time.

Oakes sat down with members of his staff during a debriefing on Thursday and evaluated how effectively the department responded. The discourse was valuable.

"There are some lessons learned and we'll get better," he said. "But some of those lessons were things that went well."

The Oak Harbor Fire Department brought in approximately one dozen additional staff to help answer calls around the city until the storm broke. The extra help allowed the crews to be split up to handle multiple calls.

"They were needed," said OHFD Battalion Chief Ray Merrill. "Sometimes we had three or four calls at one time."

Although some Oak Harbor homes sustained minor damage from fallen trees or debris, most of the real estate escaped unscathed or just slightly scratched.

"All in all, we fared pretty well," Merrill said, adding that the department ran 20 calls from 9 a.m. to 6 p.m. "As busy as we were, it was very non-remarkable."

A big tree fell on a home on Ireland Street, but appeared to cause only minor damage.

Timothy and Elizabeth Haslet just bought the house last month and their first baby is due in January. Nonetheless, Elizabeth said she wasn't upset about the tree on her home, but said it was an act of God.

Several roads were closed in the city because of downed trees or power lines.

"Crosby at Oak Harbor closed for four or five hours in the afternoon until Potelco could come in and fix the fallen power lines," Merrill said.

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Barrington Drive was closed because of the giant old Garry oak tree at the Post Office. City policy closes the road when winds hit 40 mph for safety reasons. The old tree was shaken and stirred but survived intact.

Oak Harbor Mayor Patty Cohen stopped at a darkened Safeway store at around 4:30 p.m., and was aghast to find "looting-like activity." People were walking out the doors without paying for supplies, forcing the business to close.

"It's disgraceful. Some people were taking advantage of the craziness of the hour," she said. "It's very hurtful and embarrassing to hear that."

In Central Whidbey, firefighters responded to 31 calls. In one call, a tree struck a house in Admirals Cove. In another, a shed collapsed in the wind and was thrown into a house.

As the storm-related emergencies and events unfolded, a tsunami warning issued for the Washington coast earlier in the morning and then cancelled, was quickly forgotten. The warning was given because of a large-scale earthquake in Japan.

"It got lost in the shuffle," Simmons said. "If it arrived, it didn't make a big enough splash for anybody to care."

Simmons said there was minor tidal flooding on Camano Island, but no incidents reported on Whidbey Island.

The amount of private property damage in the county is unknown, Simmons added. A process rife with red tape is available to help homeowners seek compensation, but residents will need to first fill out a form.

"There's no guarantee," the emergency planner said of the program, which provided Hurricane Katrina victims compensation. "It's just a matter of collecting data and the state has to decide whether there's a sufficient impact in a given area to declare."

In order to qualify, the private property must generally be a primary residence. Second homes, landscaping and outbuildings do not qualify.

Public entities like cities, towns, and water districts can also seek assistance for damage inflicted by the storm in the form of a Preliminary Damage Assessment. The entities, which include private non-profits must perform a damage assessment and fill out forms, another process Simmons said is wrapped in red tape.

"It's the entity's decision," he said. "Depending on the project, it may do them well to apply. That's a local choice."