



2006
Qualifying Storm Events

November 26, 2006

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Event Description

Date of event

November 26, 2006

Event Type

Snow storm.

Service Areas Affected

This multi-day snow storm impacted the northern and western portions of PSE's electric service area. Whatcom, Skagit, Island and Kitsap Counties all saw many inches of snow and occasional winds.

Poor road conditions hampered damage assessment and restoration throughout the event. As is typical with snow events, new outages continued to occur long after the snow stopped falling; areas previously restored would see new outages as additional trees or limbs gave way under the weight of snow.

Number of Customers Affected

Approximately 48,470 customers lost electric service during this event.

Summary of System Impacts

Total Number of Outages	880
Distribution Circuits Totally Out	24
Distribution Circuits Partially Out	756
Transmission Circuits Affected	7
Substations Totally Off-line	3

Mobilization Summary

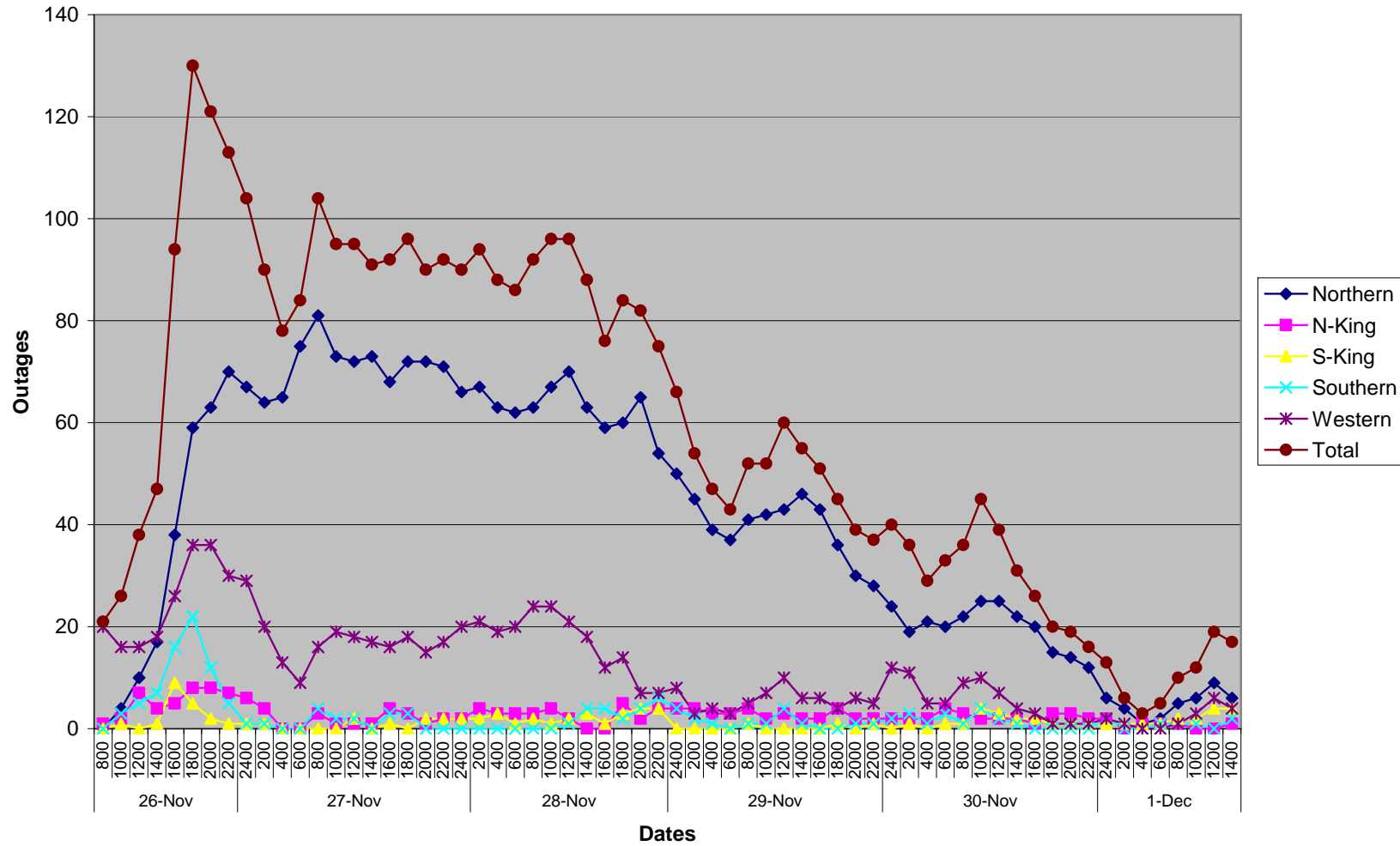
Operating bases

Base	Date Opened	Time Opened	Date Closed	Time Closed
Kitsap	11/26/06	10:00	11/29/06	01:30
Whatcom	11/26/06	13:00	11/30/06	10:00
Thurston	11/26/06	14:45	11/26/06	21:30
Pierce	11/26/06	15:45	11/26/06	22:00
Skagit	11/26/06	16:30	11/30/06	20:00
Island	11/26/06	16:30	11/30/06	20:00

Emergency Operations Center

EOC	Date Opened	Time Opened	Date Closed	Time Closed
	11/26/06	14:45	11/30/06	10:30

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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
11/26/2006	28,747,887	1,042,369	27.58

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
11/26/2006	27.58	\$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
11/26/2006	\$5,149,885	\$197,468	\$0	\$273,586	\$0	\$273,586	\$5,620,939

YTD Storm Restoration Cost Detail – Through November 26, 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
\$22,096,763	\$876,687	\$20,536	\$1,415,489	\$7,000,000	\$8,415,489	\$31,409,475

Qualifying Storm Event
November 26, 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 26 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					\$33,263	\$33,263	\$33,263
OT					\$616,011	\$616,011	\$616,011
Total Labor	\$0	\$0	\$0	\$0	\$649,274	\$649,274	\$649,274
Labor OH					\$284,509	\$284,509	\$284,509
Materials		\$49,728			\$168,970	\$168,970	\$218,698
Contractors		\$139,297			\$3,867,008	\$3,867,008	\$4,006,304
Other Direct Charges					\$88,189	\$88,189	\$88,189
Fleet					\$91,934	\$91,934	\$91,934
Other Assessments		\$8,444		\$273,586		\$273,586	\$282,030
Deferred Expenses	\$5,149,885				(\$5,149,885)	(\$5,149,885)	\$0
	\$5,149,885	\$197,468	\$0	\$273,586	\$0	\$273,587	\$5,620,940

IEEE-1366 - Detailed List of Distribution Circuits with Outages

November 26, 2006

Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E930479485	11/26/2006	1:51:00	MWD-16	EBE	TF	OTF	2	264
E778943418	11/26/2006	3:36:00	BLA-13	EAA	CP	OPO	80	7,520
E708028232	11/26/2006	6:00:00	GWR-16	EBI	TF	OFU	38	11,818
E898901813	11/26/2006	6:16:00	GRI-13	ECC	TO	OCO	25	13,475
E233539123	11/26/2006	6:24:00	BLA-12	EAA	TF	OCO	153	159,426
E469507436	11/26/2006	6:53:00	FRA-15	ECD	TO	OCO	1	188
E062254499	11/26/2006	6:56:00	CHI-13	ECD	TO	OCO	95	13,772
E361128830	11/26/2006	7:33:00	MED-36	EBE	TO	OCO	730	160,710
E310576268	11/26/2006	7:36:00	FRA-16	ECD	TO	OCO	27	12,528
E534909633	11/26/2006	7:59:00	CHI-15	ECD	TO	OCO	4	1,704
E335085122	11/26/2006	8:00:00	SNQ-15	EBF	TO	OCO	16	11,429
E172634245	11/26/2006	8:03:00	ROL-16	EBJ	EF	OIN	2	234
E215066686	11/26/2006	8:04:00	ALG-15	EAA	TF	OCO	10	1,460
E181456384	11/26/2006	8:05:00	MCA-13	ECC	EF	OTF	2	252
E573430310	11/26/2006	8:10:00	CEK-16	ECE	TO	OCO	1,155	85,470
E932552684	11/26/2006	8:15:00	PLA-23	EBD	TO	OFC	1,320	78,460
E186544641	11/26/2006	8:19:00	CEK-16	ECD	TO	OCO	900	83,756
E124872737	11/26/2006	8:22:00	SIN-22	ECD	TO	OCO	30	12,090
E762607545	11/26/2006	8:26:00	CHI-12	ECD	TO	OCO	50	14,700
E756177710	11/26/2006	8:38:00	POU-15	ECE	TO	OCO	50	44,350
E194249172	11/26/2006	8:41:00	PGA-12	ECE	TO	OCO	17	16,031
E133884131	11/26/2006	8:47:00	SIL-15	ECD	TO	OCO	1,930	680,590
E397677823	11/26/2006	8:51:00	ZEN-25	EBJ	EF	OPI	3	199
E316316050	11/26/2006	8:52:00	QUI-25	ECF	TO	OCO	50	6,440
E936095263	11/26/2006	8:57:00	ALG-15	EAC	TF	OSV	2	242
E364986786	11/26/2006	9:04:00	SIL-15	ECE	TO	OCO	397	81,385
E074773982	11/26/2006	9:05:00	SIL-13	ECF	TO	OCO	5	5,750
E439016606	11/26/2006	9:06:00	SIL-16	ECE	TO		1,728	259,200
E625240608	11/26/2006	9:06:00	SIL-16	ECD	TO	OCO	1,728	283,392
E849663841	11/26/2006	9:12:00	BHL-13	ECE	TO	OCO	676	336,648
E983926623	11/26/2006	9:25:00	SLA-15	EAA	TF	OTR	229	375,560
E323330440	11/26/2006	9:26:00	CHI-16	ECD	TO	OTR	11	3,179
E913979384	11/26/2006	9:28:00	FRG-15	ECC	TF	OTF	1	95
E340871557	11/26/2006	9:33:00	SLA-16	EAA	TF	OCO	341	653,697
E827050017	11/26/2006	9:33:00	SLA-16	EAA	TO	OCO	874	1,596,798
E822442807	11/26/2006	9:39:00	GRI-15	ECC	TO	OCO	50	8,819
E569773144	11/26/2006	9:44:00	IRO-15	ECF	TO	OCO	4	592
E500758737	11/26/2006	9:50:00	SIN-25	ECD	TO	OCO	300	44,700
E093096265	11/26/2006	9:57:00	RPT-15	ECD	TO	OCO	1,182	94,560
E943499301	11/26/2006	10:05:00	BON-15	ECA	TF	OCO	1	185
E603822467	11/26/2006	10:19:00	SIL-13	ECE	TO	OCO	861	193,726
E061667184	11/26/2006	10:21:00	PGA-15	ECF	TO	OCO	9	1,926
E548174943	11/26/2006	10:29:00	NUG-26	EAA	TF	OCO	20	5,191
E830398051	11/26/2006	10:56:00	HAP-15	EAA	TF	OCO	19	31,996
10658091	11/26/2006	11:00:00	NHL-16	EBD	DU	USV	1	410
E620951026	11/26/2006	11:04:00	SKE-22	ECE	TO	OCO	229	150,682
E992825705	11/26/2006	11:04:00	EGT-11	EBE	TO	OCO	6	570
E873780906	11/26/2006	11:21:00	CHI-13	ECD	TO	OCO	241	147,585
E258680103	11/26/2006	11:22:00	SKI-12	EBD	EF	OTF	2	139
E726836992	11/26/2006	11:27:00	FRG-16	ECC	EF	USV	1	393
E132018338	11/26/2006	11:30:00	GLA-12	EAA	TO		983	2,064,300
E128140787	11/26/2006	11:30:00	KEN-12	EAA	TF	OTF	25	16,450
E233000147	11/26/2006	11:31:00	BLA-13	EAA	TF	OCO	651	1,024,674

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Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E247224175	11/26/2006	11:31:00	BLA-13	EAA	TO	OPO	153	337,212
E181248761	11/26/2006	11:32:00	PRI-21	ECC	TO	OCO	5	726
E692813664	11/26/2006	11:46:00	PLA-21	EBD	TO	OCO	2	134
E535812374	11/26/2006	12:00:00	ROS-15	EBD	EF	USV	1	224
E434706301	11/26/2006	12:09:00	HAM-15	EAC	TF	OCO	1,271	150,858
E905941790	11/26/2006	12:29:00	BRS-13	EAC	TO	OPO	150	756,150
E707546129	11/26/2006	12:35:00	GWR-16	EBI	UN	OFU	5	705
E083262993	11/26/2006	12:41:00	PTL-16	ECF	TO	OCO	1	64
E389873252	11/26/2006	12:47:00	SCH-15	EAA	TF	OCO	3	717
E648198842	11/26/2006	13:03:00	HAP-16	EAA	TF	OCO	1,736	1,052,592
E225393368	11/26/2006	13:03:00	HAP-16	EAA	TF	OCO	103	146,466
E770065599	11/26/2006	13:20:00	CHI-12	ECD	TO	OCO	123	47,100
E495644486	11/26/2006	13:26:00	ORT-22	ECA	TO	OCO	50	6,200
E745614672	11/26/2006	13:31:00	HAP-13	EAA	TF	OCO	50	4,754
E020262223	11/26/2006	13:34:00	BLU-17	ECC	TO	OCO	50	18,800
E503685358	11/26/2006	13:34:00	CHI-12	ECD	TO	OCO	2,110	570,360
E051887505	11/26/2006	13:37:00	DIS-12	ECF	TO	OCO	16	7,088
E519490346	11/26/2006	13:45:00	PTL-13	ECF	TO	OCO	9	630
E846035081	11/26/2006	13:46:00	LAC-17	ECC	TF	OCO	75	6,003
E864388195	11/26/2006	13:53:00	IRO-15	ECF	TO		61	13,027
E924470617	11/26/2006	13:53:00	RAI-11	ECC	TO	OCO	20	9,751
E253080095	11/26/2006	13:56:00	RPT-15	ECD	TO		1	180
E029634007	11/26/2006	14:00:00	CHI-12	ECD	TO	OCO	63	78,435
E458641870	11/26/2006	14:01:00	YEL-26	ECC	TO	OCO	68	28,152
E002333799	11/26/2006	14:03:00	CUS-13	EAA	TF		20	29,640
E677714362	11/26/2006	14:05:00	SIL-16	ECD	TO		7	4,305
E595360783	11/26/2006	14:07:00	QUI-26	ECF	TO		22	1,826
E996532998	11/26/2006	14:08:00	WOB-23	EAA	TF		145	112,000
E357279024	11/26/2006	14:08:00	CEK-14	ECE	TO		609	56,028
E235329856	11/26/2006	14:09:00	PTR-14	EAA	TF		1,525	1,558,525
E419761410	11/26/2006	14:10:00	SIL-13	ECD	TO	OCO	4	3,600
E501552308	11/26/2006	14:11:00	QUI-25	ECF	TO		56	17,304
E628845464	11/26/2006	14:13:00	SIL-13	ECE	TO		113	9,831
E290754597	11/26/2006	14:18:00	BRI-17	EAA	TF		26	30,992
E347940809	11/26/2006	14:20:00	CHI-12	ECD	TO	OCO	22	27,280
E899803366	11/26/2006	14:27:00	SHE-17	ECE	TO	OCO	5	2,490
E981115087	11/26/2006	14:29:00	CHI-12	ECF	TO	OCO	1,001	255,256
E781741393	11/26/2006	14:30:00	SOO-25	EBI	TF	OCO	350	18,200
E737115593	11/26/2006	14:30:00	ING-15	EBD	TO	UTC	11	1,287
E316892724	11/26/2006	14:30:00	SPA-16	ECA	TO	OCO	109	35,534
E123889942	11/26/2006	14:35:00	LHL-25	EBE	EF	OCO	8	3,307
E959437008	11/26/2006	14:36:00	CED-13	ECA	TO	OCO	58	20,358
E849240027	11/26/2006	14:36:00	CED-13	ECA	TO	OFC	25	12,992
E775017878	11/26/2006	14:38:00	LON-23	ECC	TO	OCO	25	11,648
E581507963	11/26/2006	14:42:00	LGY-12	EAD	TF	OCO	100	20,303
E399407277	11/26/2006	14:43:00	BRO-15	EAD	TF	OCO	1,552	422,437
E375025808	11/26/2006	14:45:00	CHR-22	ECE	TO	OCO	56	25,144
E738136617	11/26/2006	14:48:00	RHO-16	ECA	TF	OCO	6	2,100
E087741932	11/26/2006	14:49:00	BDI-15	EBI	TF	OCO	117	59,571
E338397080	11/26/2006	14:49:00	EDG-13	ECA	TF	OCO	24	4,944
E685059275	11/26/2006	14:52:00	MIL-22	ECE	TO	OCO	34	35,156
E357442905	11/26/2006	14:52:00	MIL-22	ECE	TO	OCO	10	10,400
E244576612	11/26/2006	14:52:00	GAR-16	ECA	TF	OCO	1,801	87,799
E291861164	11/26/2006	14:53:00	ORT-23	ECA	TO	OFC	40	16,480
E492274359	11/26/2006	14:58:00	LEA-17	EBI	TF	OCO	30	1,646
E990184040	11/26/2006	15:03:00	DGR-15	ECA	TF	OCO	21	2,667
E061769772	11/26/2006	15:04:00	BRS-24	EAC	TO	OCO	847	2,777,600
E836879529	11/26/2006	15:08:00	BDI-12	EBI	TO	OCO	1,804	202,048
E600616192	11/26/2006	15:08:00	SIN-22	ECD	TO	OCO	39	11,778
E176265437	11/26/2006	15:09:00	CPV-15	EAD	TF		83	91,549

Qualifying Storm Event
November 26, 2006

Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E827018712	11/26/2006	15:13:00	GBK-15	EAD	TF	OCO	38	49,096
E691732703	11/26/2006	15:13:00	HEM-17	ECA	TF	OCO	200	33,600
E712257899	11/26/2006	15:14:00	PTL-13	ECF	TO		1,383	185,378
E052311367	11/26/2006	15:15:00	CHI-16	ECD	TO		4	560
E542181372	11/26/2006	15:17:00	WLS-16	EAC	TO		14	52,304
E935555105	11/26/2006	15:20:00	LYN-23	EAA	TF		186	180,420
E505310056	11/26/2006	15:22:00	SUM-15	EAC	TO	OCO	1,729	468,134
E389118950	11/26/2006	15:24:00	BCH-12	EAA	TO	OCO	295	444,270
E574384285	11/26/2006	15:24:00	BRW-15	EAC	TO		150	436,350
E500235152	11/26/2006	15:25:00	PMA-15	ECE	TO		2	950
E306529466	11/26/2006	15:26:00	SIL-15	ECE	UN		5	3,975
E059696863	11/26/2006	15:26:00	BIG-15	EAC	TO		250	1,225,500
E419421062	11/26/2006	15:30:00	SIL-15	ECD	TO		1,311	242,535
E867346706	11/26/2006	15:31:00	HLC-23	EAD	EF	OCO	4	7,676
E346233513	11/26/2006	15:33:00	TOL-15	EBD	TF	OCO	71	10,792
E942475080	11/26/2006	15:36:00	PET-13	EAC	TO		115	125,235
E761185646	11/26/2006	15:37:00	CRE-12	EAD	TO	OCO	1,057	425,971
E274764821	11/26/2006	15:43:00	PRI-21	ECC	EF	USV	1	107
E863778965	11/26/2006	15:45:00	GBK-13	EAD	TO	OCO	95	419,425
E430414051	11/26/2006	15:48:00	NUG-26	EAA	TO	OCO	49	41,748
E980064334	11/26/2006	15:52:00	DIS-13	ECF	TO	OCO	264	172,392
E459650593	11/26/2006	15:54:00	HAP-13	EAA	TO	OCO	159	137,853
E216711194	11/26/2006	15:57:00	FRU-25	ECA	TF	OCO	8	2,792
E723055588	11/26/2006	15:57:00	CLV-16	EAD	TF	OCO	1,313	502,879
E682529718	11/26/2006	16:00:00	CRE-15	EAD	TO	OCO	23	50,140
E482985900	11/26/2006	16:00:00	WIS-14	EBF	TO	OCO	148	8,922
E626627162	11/26/2006	16:02:00	PTL-13	ECD	TO		1	118
E751965198	11/26/2006	16:04:00	CHR-25	ECE	TO		492	111,192
E850387809	11/26/2006	16:05:00	ANA-13	EAC	EF	OTF	5	2,975
E338153124	11/26/2006	16:06:00	SWA-16	EAD	TF	OCO	489	29,829
E866695584	11/26/2006	16:06:00	WLS-15	EAC	TO	OCO	21	82,089
E198793892	11/26/2006	16:07:00	HLC-25	EAD	TO	OCO	51	22,338
E867977984	11/26/2006	16:13:00	SIL-13	ECE	TO	OCO	15	9,735
E105566832	11/26/2006	16:16:00	BRO-16	EAD	TO	OCO	1,015	30,450
E809348524	11/26/2006	16:17:00	BRW-13	EAC	TO	OCO	1,897	2,025,996
E128991908	11/26/2006	16:18:00	GRI-13	ECC	TO	OCO	4	128
E882680073	11/26/2006	16:21:00	DGR-13	ECA	EF	UPC	2	1,355
E371948313	11/26/2006	16:24:00	SWA-15	EAD	TF	OCO	1,345	150,640
E479251035	11/26/2006	16:25:00	SIL-15	ECD	TO	OCO	170	22,100
E364704384	11/26/2006	16:25:00	CUS-16	EAA	TO	OCO	30	27,600
E739781307	11/26/2006	16:27:00	PGA-13	ECE	TO	OCO	9	2,142
E905963341	11/26/2006	16:27:00	POU-16	ECE	TO	OCO	6	4,128
E863864731	11/26/2006	16:31:00	WLS-13	EAC	TO	OCO	16	23,344
E912483741	11/26/2006	16:33:00	SIN-25	ECD	TO	OTR	6	1,635
E365243076	11/26/2006	16:33:00	PMA-16	ECE	TO	OCO	10	6,860
E229986934	11/26/2006	16:34:00	BON-17	ECA	TF	OCO	90	15,390
E577866002	11/26/2006	16:35:00	CEK-15	ECE	TO	OCO	13	3,562
E297089832	11/26/2006	16:37:00	PIP-23	EBI	UN	OPI	1	128
E668169504	11/26/2006	16:37:00	LYN-23	EAA	EF	OTF	1	1,357
E713400166	11/26/2006	16:39:00	HKX-16	EAC	TF	OCO	196	222,068
E949353468	11/26/2006	16:43:00	CRE-16	EAD	TO	OCO	59	188,033
E010837947	11/26/2006	16:43:00	QUI-26	ECF	TO	OCO	1	192
E345726632	11/26/2006	16:44:00	MCK-15	EAA	TF	OCO	10	26,710
E108130311	11/26/2006	16:44:00	ALG-15	EAA	TO	OCO	57	49,872
E355235777	11/26/2006	16:44:00	WAY-15	EBD	TO	OTF	5	410
E996746368	11/26/2006	16:45:00	PGA-15	ECF	TO	OCO	105	40,530
E378776017	11/26/2006	16:45:00	IRO-16	ECF	TF	OSV	2	1,010
E245942867	11/26/2006	16:46:00	NLM-15	EAC	TO	OCO	78	134,940
E787066625	11/26/2006	16:47:00	SEQ-13	EBJ	EF	OTF	3	148
E147882680	11/26/2006	16:49:00	COL-26	EBE	TO	OTF	5	805

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Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E086408895	11/26/2006	16:51:00	MIL-16	ECE	TO		31	13,919
E814759081	11/26/2006	16:54:00	LGY-15	EAD	TO	OCO	30	113,580
E445528120	11/26/2006	16:56:00	BCH-16	EAA	TO	OCN	12	17,208
E810066392	11/26/2006	16:56:00	RIV-16	EAC	TO	OPO	19	66,196
E433093044	11/26/2006	17:01:00	GRI-13	ECC	TF	OCO	102	16,524
E930668653	11/26/2006	17:02:00	CPV-12	EAD	TF	OCO	55	31,240
E996512758	11/26/2006	17:08:00	SUN-13	ECA	EO	PMF	200	37,000
E959804682	11/26/2006	17:10:00	SWA-12	EAD	TO	OCO	8	4,360
E203013861	11/26/2006	17:12:00	LTA-17	ECA	TO	OCO	6	2,434
E411708253	11/26/2006	17:14:00	GRI-15	ECC	EF	OCO	2	112
E889548643	11/26/2006	17:17:00	HAM-13	EAC	TF	OCO	35	166,495
E163692770	11/26/2006	17:19:00	HKX-13	EAC	EF	OCO	7	8,197
E203855191	11/26/2006	17:20:00	FRA-13	ECD	TO	OTH	7	1,540
E823331134	11/26/2006	17:20:00	LON-26	ECC	TF	OTF	1	70
E337581122	11/26/2006	17:26:00	NLM-13	EAC	TF	OCO	10	11,240
E550548980	11/26/2006	17:26:00	SOO-25	EBI	EF	OTF	1	45
E802227927	11/26/2006	17:27:00	BDI-12	EBI	TF	OFU	26	2,628
E759156576	11/26/2006	17:30:00	MIL-17	ECE	TO	OCO	320	161,600
E696088579	11/26/2006	17:33:00	DGR-17	ECA	TF	OCO	1	84
E199068734	11/26/2006	17:39:00	SEH-16	EAA	TO	OSV	10	12,960
E169245287	11/26/2006	17:45:00	ALG-15	EAA	TF		190	216,600
E257062904	11/26/2006	17:55:00	IRO-13	ECF	TO	OCO	6	4,758
E639821139	11/26/2006	18:00:00	PTL-13	ECF	TO	OCO	34	2,890
E822546757	11/26/2006	18:02:00	NUG-26	EAA	TO	OCO	22	31,636
E768359014	11/26/2006	18:04:00	CLE-13	EBH	EF	UFJ	16	7,856
E925923533	11/26/2006	18:09:00	IRO-15	ECF	TO		42	9,240
E020326078	11/26/2006	18:14:00	PTL-13	ECF	TO		55	5,555
E631514326	11/26/2006	18:14:00	PAN-15	EBJ	TF	OCO	1	103
E670686305	11/26/2006	18:18:00	LGY-13	EAD	TO	OCO	10	10,920
E572576666	11/26/2006	18:42:00	RIT-16	EAC	EF	OTF	2	856
E824811711	11/26/2006	18:42:00	LYN-23	EAA	TO	OCO	74	27,972
E806290744	11/26/2006	18:48:00	BHL-13	ECE	TO		5	2,535
E073085057	11/26/2006	18:52:00	NLM-16	EAC	TO	OCO	17	26,656
10660061	11/26/2006	18:55:00	BRO-16	EAD	TO	OCO	1,015	36,540
E657386107	11/26/2006	19:05:00	ING-13	EBD	TO	OCO	7	1,621
E119410059	11/26/2006	19:08:00	PTR-16	EAA	TO	OCO	68	199,716
E174166614	11/26/2006	19:11:00	FAL-13	EBF	EF	OJU	42	1,218
E583553568	11/26/2006	19:13:00	WIN-12	ECE	TO	OCO	31	12,307
E178109820	11/26/2006	19:13:00	CLV-16	EAD	TO	OCO	15	18,105
E485724346	11/26/2006	19:14:00	ALG-15	EAC	TO	OCO	21	22,491
E167888107	11/26/2006	19:15:00	MTV-16	EAC	EF	OCO	6	2,250
E724173779	11/26/2006	19:18:00	PHA-15	EBE	EF	OTF	7	520
E650547973	11/26/2006	19:20:00	NHL-17	EBD	EF	OJU	3	843
E708363645	11/26/2006	19:24:00	TOL-15	EBD	TO	OCO	144	61,056
E346670943	11/26/2006	19:28:00	QUI-25	ECF	TO		21	2,310
E338226238	11/26/2006	19:32:00	WAB-13	EBI	TF	OCO	2	120
E559604431	11/26/2006	19:34:00	NUG-26	EAA	TF		20	24,820
E363353757	11/26/2006	19:37:00	PLY-16	EAA	TO	OTF	8	3,664
E838335927	11/26/2006	19:49:00	FAB-15	EAD	EF	OCO	8	12,328
E326623480	11/26/2006	19:55:00	QUI-26	ECF	TO	OCO	14	13,818
E372403548	11/26/2006	19:56:00	BLU-17	ECC	EF	OCO	20	4,180
E679581218	11/26/2006	20:10:00	BIG-12	EAC	TO		200	478,000
E472268869	11/26/2006	20:21:00	SOM-15	EBE	EF	UTR	14	4,200
E079421770	11/26/2006	20:24:00	NLM-12	EAC	TO		90	221,940
E165315348	11/26/2006	20:34:00	TRA-25	ECE	TO		2	732
E702983244	11/26/2006	20:45:00	AVO-16	EBD	EF	USV	1	186
E798543955	11/26/2006	20:46:00	FLD-12	EAD	TO	OCO	4	1,016
E720779101	11/26/2006	21:20:00	MUR-16	ECE	TO		1	200
E005080104	11/26/2006	21:49:00	ALG-12	EAC	TO	OCO	6	7,416
E853600067	11/26/2006	21:56:00	BRI-14	EAA	TO	OCO	8	2,176

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E818012724	11/26/2006	22:12:00	IRO-15	ECF	TO	OCO	50	1,050
E618583677	11/26/2006	22:19:00	BTN-35	EAC	TF		37	16,502
E597111263	11/26/2006	22:22:00	LGY-16	EAD	TO	OCO	27	8,721
E972414691	11/26/2006	22:30:00	CHR-22	ECE	TO		10	220
E623610488	11/26/2006	22:31:00	DIS-12	ECF	TO		1	64
E146908929	11/26/2006	22:52:00	QUI-26	ECF	TO	OCO	11	8,118
E903107707	11/26/2006	22:53:00	CRE-12	EAD	TO		2	64
E831268495	11/26/2006	23:03:00	KNM-26	EBD	EF	OCO	8	2,241
E733632394	11/26/2006	23:41:00	VAS-12	EBL	TO	OCO	32	8,288
E970699137	11/26/2006	23:46:00	POU-15	ECE	TO	OCO	11	3,509
E905066927	11/26/2006	23:53:00	EPO-15	ECD	TO		1,138	61,452

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Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E116273378	11/27/2006	0:14:00	CED-13	ECA	EF	OFU	30	2,781
E566383370	11/27/2006	0:30:00	LOL-25	ECD	TO		3	60
E748808792	11/27/2006	0:46:00	KEN-12	EAA	TF	OSV	7	9,688
E352909015	11/27/2006	0:56:00	IRO-15	ECF	TO		1	249
E403421969	11/27/2006	1:15:00	MIL-16	ECE	TO	OCO	3	870
E542037537	11/27/2006	1:31:00	CHI-13	ECD	TO		27	9,342
E399280909	11/27/2006	1:44:00	HAM-15	EAC	TO	OCO	110	38,060
E160188973	11/27/2006	2:25:00	BRW-16	EAC	TO	OCO	67	28,475
E133020437	11/27/2006	2:50:00	FNW-13	ECD	CP	OPO	2	1,194
E440459673	11/27/2006	2:52:00	SWA-12	EAD	TO		13	36,699
E165604008	11/27/2006	3:03:00	DIS-13	ECF	TO	OCO	4	288
E100468327	11/27/2006	3:20:00	SIL-16	ECD	TO		1	48
E405286050	11/27/2006	3:21:00	SIL-16	ECE	TO		1,728	82,944
E100452567	11/27/2006	3:57:00	BIG-16	EAC	TF	OCO	6	1,458
E698260334	11/27/2006	4:28:00	SIL-13	ECF	TO		55	8,360
E563462745	11/27/2006	4:33:00	BRO-16	EAD	TO		1,015	2,393,370
E468247840	11/27/2006	4:41:00	SHE-25	ECE	TO		5	290
E812878490	11/27/2006	4:41:00	LGY-16	EAD	TO		20	72,940
E640837099	11/27/2006	4:48:00	RIT-16	EAC	TF	OSV	1	222
E111617739	11/27/2006	4:57:00	LGY-12	EAD	TO		561	910,503
E514749200	11/27/2006	5:04:00	BRO-15	EAD	TO		299	48,139
E757905281	11/27/2006	5:07:00	SCH-13	EAA	TO	OCO	2	3,566
E073602399	11/27/2006	5:07:00	SCH-13	EAA	TO	OCO	43	34,099
E214548992	11/27/2006	5:10:00	POU-15	ECE	TO		4	196
E549242486	11/27/2006	5:13:00	FLD-12	EAD	TO	OCO	70	281,190
E995029684	11/27/2006	5:28:00	CRE-12	EAD	TO		48	116,016
E216670582	11/27/2006	5:46:00	OLD-23	EAA	AO		1	59
E669886693	11/27/2006	5:50:00	LMD-16	EBJ	EF	OTF	1	70
E713253069	11/27/2006	6:04:00	PET-12	EAC	EF	OTF	3	708
E685867364	11/27/2006	6:14:00	SIL-16	ECE	TO	OCO	4	1,444
E750348361	11/27/2006	6:28:00	SCH-15	EAA	TO		1	1,997
E658408248	11/27/2006	6:34:00	SPA-16	ECA	TF	OSV	1	94
E285752971	11/27/2006	6:43:00	HAP-13	EAA	TO		32	15,424
E354099108	11/27/2006	6:52:00	SIL-15	ECD	TO	OCO	1	98
E788714814	11/27/2006	6:53:00	DIS-13	ECF	TO	OCO	13	4,979
E999853468	11/27/2006	7:01:00	MIL-16	ECE	CR		1	6
E546992541	11/27/2006	7:02:00	PGA-12	ECE	TO	OTF	4	552
E474619664	11/27/2006	7:04:00	CHI-12	ECD	TO	OCO	5	1,055
E076654998	11/27/2006	7:07:00	THU-15	ECC	EF	UTR	2	692
E850747822	11/27/2006	7:08:00	BLA-12	EAA	TO	OCO	18	21,276
E191906001	11/27/2006	7:10:00	LYN-24	EAA	TO		10	9,450
E775655072	11/27/2006	7:13:00	BLU-16	ECC	EF	OTF	1	97
E613766022	11/27/2006	7:17:00	GAG-13	EAC	TO		1	280
E285802359	11/27/2006	7:17:00	SIN-22	ECD	TO	OCO	2	970

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E053003183	11/27/2006	7:18:00	SIL-13	ECF	TO	OCO	16	5,312
E741103696	11/27/2006	7:19:00	SUM-15	EAC	TO		50	116,550
E167068826	11/27/2006	7:22:00	LOC-23	EBE	EO	OCO	1,903	87,538
10661356	11/27/2006	7:22:00	SBE-25	EBE	EO	OCO	1,307	60,122
10661357	11/27/2006	7:22:00	SBE-26	EBE	EO	OCO	1,705	78,430
E868965694	11/27/2006	7:24:00	QUI-25	ECF	TO		7	4,291
E608973186	11/27/2006	7:32:00	CHI-12	ECD	TO	OCO	114	8,982
E183743408	11/27/2006	7:32:00	HAM-15	EAC	TO		20	78,060
E966523652	11/27/2006	7:37:00	CHI-12	ECD	TF	OFC	14	6,342
E818680862	11/27/2006	7:37:00	MTV-16	EAC	TO	OCO	1	88
E600558614	11/27/2006	7:41:00	CLV-16	EAD	TO		10	22,820
E638630263	11/27/2006	7:52:00	CUS-16	EAA	TF	OCO	5	2,065
E073628208	11/27/2006	7:54:00	BUC-26	ECA	EF	OFU	2	224
E311654044	11/27/2006	7:55:00	BRO-15	EAD	TO		272	923,440
E061367148	11/27/2006	8:00:00	POU-16	ECE	EF	OPO	1	414
E089758681	11/27/2006	8:26:00	PTL-13	ECF	TO	OPO	82	22,468
E155849115	11/27/2006	8:26:00	CHI-12	ECD	TO	OCO	15	9,210
E493093095	11/27/2006	8:28:00	HEM-17	ECA	EF	OJU	1	72
E252553030	11/27/2006	8:28:00	FRA-12	ECD	TO		2	600
E463591726	11/27/2006	8:30:00	NOR-24	EBD	SO	UPS	98	50,862
E575214381	11/27/2006	8:39:00	IRO-15	ECF	TO	OCO	20	13,220
E927027696	11/27/2006	8:43:00	CPV-15	EAD	TF	OCO	10	43,020
E747875975	11/27/2006	8:44:00	GRI-13	ECC	EF	OSV	10	2,090
E563443213	11/27/2006	8:47:00	BRI-14	EAA	TF	OCO	2	1,018
E165459991	11/27/2006	8:55:00	STW-12	ECA	EF	OTF	1	29
E167599648	11/27/2006	9:27:00	IRO-13	ECF	TO	OCO	25	12,825
E507587703	11/27/2006	9:34:00	CPV-15	EAD	TO		88	188,848
E117948659	11/27/2006	9:38:00	CLY-25	EBE	EF	OCO	1	89
E901031026	11/27/2006	10:00:00	SKY-23	EBD	TO	OCO	13	5,096
E598688626	11/27/2006	10:00:00	FLD-13	EAD	TO	OCO	26	9,750
E384059612	11/27/2006	10:29:00	SWA-16	EAD	TF	OCO	12	23,952
E705428428	11/27/2006	10:32:00	SIN-25	ECD	TO		23	4,439
E810221185	11/27/2006	10:36:00	VIS-25	EAA	EF	OTF	3	972
E883264189	11/27/2006	10:54:00	PET-13	EAC	TF	OCO	26	15,756
E364768482	11/27/2006	10:57:00	SIL-15	ECD	TO	OCO	50	15,150
E602221472	11/27/2006	11:02:00	LOC-23	EBE	EF	OSV	1	50
E032379675	11/27/2006	11:37:00	QUI-26	ECF	TO		6	834
E428907805	11/27/2006	11:44:00	HKX-16	EAC	TO		110	168,300
E255185686	11/27/2006	11:49:00	HAN-13	EAA	TF	OCO	15	2,715
E377837483	11/27/2006	11:58:00	CRE-13	EAD	TO		1	2,257
E931807577	11/27/2006	12:03:00	CHI-12	ECD	EF		16	880
E395459328	11/27/2006	12:15:00	NLM-13	EAC	TO		30	33,300
E050446645	11/27/2006	12:42:00	NUG-25	EAA	TO		3	4,644
E132791732	11/27/2006	12:44:00	SKE-22	ECE	TO		4	444
E851151507	11/27/2006	12:53:00	GBK-15	EAD	TO		35	87,045
E925364927	11/27/2006	12:58:00	CHI-12	ECD	UN		35	3,255
E037968360	11/27/2006	13:04:00	MIL-22	ECE	TO	OTR	2	1,812
E462829186	11/27/2006	13:11:00	PTL-13	ECF	TO	OPO	10	1,320
E918155331	11/27/2006	13:13:00	HAP-16	EAA	TO		23	36,041
E728453243	11/27/2006	13:19:00	POU-15	ECE	CR		2	188
E249408466	11/27/2006	13:24:00	HKX-13	EAC	TF	OCO	35	20,160
E119851769	11/27/2006	13:30:00	PGA-13	ECE	TO	OCO	330	222,490
E311860064	11/27/2006	13:45:00	BAK-23	EAA	TO	OCO	3	750
E211064478	11/27/2006	13:49:00	SIL-13	ECF	TO		23	12,328
E954865279	11/27/2006	13:52:00	VIK-23	EAA	TO	OTF	7	2,156
E947356699	11/27/2006	14:01:00	SLA-16	EAA	TO		48	37,152
E103911106	11/27/2006	14:15:00	NBE-16	EBF	EF	OCO	6	1,788
10658093	11/27/2006	14:18:00	MED-33	EBE	EF	USV	1	391
E300964894	11/27/2006	14:27:00	FRA-12	ECD	TO		2	118
E313984827	11/27/2006	14:36:00	ROC-15	ECC	TO	OCO	15	3,313

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E525097012	11/27/2006	14:49:00	CHI-12	ECD	TO		57	15,960
E852933812	11/27/2006	15:08:00	MIL-16	ECE	TO	OCO	4	928
E294121675	11/27/2006	15:12:00	KNT-23	EBJ	EF	OJU	9	524
E164776679	11/27/2006	15:13:00	SLA-15	EAA	TO		1	512
E290825892	11/27/2006	15:14:00	ALG-15	EAC	EF	OCO	11	14,366
E363214046	11/27/2006	15:15:00	QUI-26	ECF	TO		16	5,920
E036919042	11/27/2006	15:18:00	LAC-13	ECC	TO	OCN	1	103
E212931272	11/27/2006	15:23:00	PIK-21	EBF	EF	USV	1	179
E866304018	11/27/2006	15:35:00	PTL-13	ECF	TO	OCR	327	168,991
E515159950	11/27/2006	15:35:00	ELD-25	ECC	EF	UTC	2	382
E418460698	11/27/2006	15:40:00	FNW-13	ECD	TO	UPC	1	2,052
E912471724	11/27/2006	15:47:00	DIS-13	ECF	TO	OCO	137	54,526
E426637673	11/27/2006	15:56:00	IRO-17	ECF	TO		4	1,296
E616445270	11/27/2006	16:02:00	CUS-13	EAA	TO	OCO	9	2,961
E448316829	11/27/2006	16:18:00	ETN-13	EBH	EF	OFU	1	1,064
E847705450	11/27/2006	16:27:00	ANA-15	EAC	TO		25	32,325
E186578403	11/27/2006	16:36:00	FLD-13	EAD	TO		15	48,960
E066106217	11/27/2006	16:43:00	PTL-13	ECF	TO	OCO	13	14,248
E980065494	11/27/2006	16:48:00	DIS-12	ECF	TO		22	5,852
E148557485	11/27/2006	16:50:00	CHR-22	ECE	TO		1	214
E677564173	11/27/2006	16:58:00	VAS-12	EBL	TO	OCO	1	1,156
E868183078	11/27/2006	17:03:00	PAN-15	EBJ	EF	OTF	4	559
E347448633	11/27/2006	17:12:00	LLS-13	EAA	TO	OCO	7	5,376
E973723076	11/27/2006	17:13:00	CPV-12	EAD	TO	OCO	22	19,514
E922150150	11/27/2006	17:20:00	WOB-25	EAA	EF	OCO	7	4,025
E390329981	11/27/2006	17:23:00	FRA-16	ECD	TO		1	52
E231035512	11/27/2006	17:28:00	FRG-26	ECC	EO	OFU	100	13,100
E193703717	11/27/2006	17:31:00	SWA-15	EAD	EF	OTF	4	10,604
E645307027	11/27/2006	17:31:00	FLD-15	EAD	TF	OCO	100	229,400
E943039997	11/27/2006	17:37:00	LGY-13	EAD	TF	OCO	20	17,260
E042623686	11/27/2006	17:47:00	BCH-16	EAA	TO		1	1,053
E627507519	11/27/2006	17:52:00	BAK-26	EAA	TF	OCO	2,686	424,388
E623015933	11/27/2006	17:58:00	FRA-15	ECD	TO		3	237
E884094063	11/27/2006	18:16:00	SLA-16	EAA	TO		50	69,450
E435832207	11/27/2006	18:16:00	SLA-16	EAA	TF	OSV	1	1,595
E810613541	11/27/2006	18:17:00	PGA-13	ECE	TO	OFU	2	4,244
E878106293	11/27/2006	18:37:00	HAN-13	EAA	TO		7	12,411
E041029683	11/27/2006	18:52:00	HAP-15	EAA	TO		1	1,313
E237484657	11/27/2006	19:12:00	ZEN-17	EBK	UN	OFC	21	12,414
E992586217	11/27/2006	19:30:00	ZEN-25	EBK	LI	OTR	3	2,271
E592650623	11/27/2006	19:38:00	IRO-13	ECF	TO	OCO	131	113,839
E969512043	11/27/2006	19:45:00	SIL-15	ECD	TO		2	1,004
E485035180	11/27/2006	19:49:00	IRO-15	ECF	TO	OCO	15	10,065
E382440880	11/27/2006	19:51:00	CHI-12	ECD	TO	OCO	27	13,203
E119435144	11/27/2006	20:04:00	LON-22	ECC	EO	OTR	8	759
E564200613	11/27/2006	20:28:00	BLA-13	EAA	TO	OCO	10	9,420
E758966847	11/27/2006	20:44:00	SIL-16	ECD	TO	OCO	55	28,105
E110796445	11/27/2006	20:51:00	SKE-22	ECE	TO	OCO	1	1,284
E547136061	11/27/2006	21:12:00	PET-13	EAC	TO		10	15,530
E388835984	11/27/2006	21:32:00	BHL-13	ECE	TF	OCO	31	12,028
E419276919	11/27/2006	21:37:00	TOL-15	EBD	EF	USV	1	936
E560122527	11/27/2006	21:37:00	CAR-16	EAA	TO	OCO	100	30,300
E407064823	11/27/2006	21:44:00	MIL-16	ECE	TO		6	666
E085670678	11/27/2006	21:56:00	MIL-17	ECE	TO	OCO	16	10,896
E186302917	11/27/2006	22:05:00	BLS-25	EAA	EF		17	48,110
E282943036	11/27/2006	22:32:00	QUI-25	ECF	TO		31	19,437
10658006	11/27/2006	22:35:00	MWD-15	EBE	EF	USV	1	769
E396764298	11/27/2006	23:04:00	SIL-13	ECF	TO	OCO	31	42,656
E046370709	11/27/2006	23:05:00	PMA-16	ECE	TO		4	2,456
E616869374	11/27/2006	23:20:00	SIL-15	ECE	TO		1	320

Qualifying Storm Event
November 26, 2006

Notification	Date	Time	Circuit	Area	Cause	Equipment	Cust Outs	Cust Mins
E437058462	11/27/2006	23:25:00	DIS-12	ECF	TO	OCO	26	17,732
E946418514	11/27/2006	23:45:00	HAS-12	ECF	TO	UOT	2	1,389
E853409031	11/27/2006	23:51:00	HAN-15	EAA	TO	OCO	13	8,502

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



Monday, November 27, 2006

Slippery, snowy finale for holiday weekend

By Kristi Heim
Seattle Times reporter

The first snow of the season blanketed the Seattle area Sunday, causing nightmare traffic jams for holiday travelers and widespread power outages, with commuter delays and school closures expected today.

Another 8 inches of snow was predicted to fall in the Cascade mountains Sunday night.

Snow and rain showers will likely linger today, with up to 2 inches of snow forecast for the Puget Sound area and below-freezing temperatures for the next three nights.

About 5 inches of snow fell in the Everett area Sunday, with several more inches expected overnight and an additional 2 to 3 inches today.

Bizzardlike conditions and numerous collisions shut down eastbound traffic on Interstate 90 for about an hour starting at 3 p.m. at milepost 47.

"People just can't see and they were plowing into each other," said Washington State Patrol Trooper Jeff Merrill.

The snowstorm wiped out power to as many as 10,000 people in Snohomish County and kept Puget Sound Energy repair crews working throughout the night in Kitsap, Whatcom and Island counties.

Seattle City Light reported outages to about 2,900 customers in Shoreline; power was restored by 8:30 p.m. An additional 4,300 customers in the Bitter Lake neighborhood still had no power. Flights at Seattle-Tacoma International Airport were on schedule despite the snowstorm, said spokesman Bob Parker.

Traffic over the Thanksgiving holiday was a little lighter than last year, he said. About 100,000 passengers traveled through Sea-Tac on Sunday, 5,000 fewer than last year but about 25,000 more than on a normal day.

Travel on area roads wasn't so smooth. Getting over Snoqualmie Pass meant lengthy delays for drivers.

There were no reported injuries, but heavy snow, high winds and low visibility led to about 10 accidents, Merrill said.

All three eastbound lanes closed at 3 p.m. were reopened at 4 p.m., said a state Department of Transportation spokesman. Traffic in both directions was moving at 5 to 15 miles per hour, said the department's Mike Westbay.

Traction tires were required on both Snoqualmie and Stevens Pass.

"If you do have to cross, bring an extra dose of patience," Westbay said.

Many schools are expected to close or open late today. School districts planning to close include Anacortes, Mount Baker, Port Angeles and Stanwood.

For updates on closures in public and private schools and colleges, check Puget Sound Educational Service District's Web site at www.schoolreport.org.

In lowland areas, Northwest Washington appeared to be hardest hit.

The National Weather Service showed the heaviest snowfalls in Whatcom County near Bellingham, about 80 miles north of Seattle. Late afternoon reports included 15 inches at Custer and 12 inches at Maple Falls, and 9 inches near Friday Harbor in the San Juan Islands. Gusty winds to 30 to 35 mph made for blowing snow and visibility reduced to a blur.

Monica McDowell Elvig, of Lake Forest Park, was driving north on I-5 on her way to a church service in Whatcom County when the rain turned to blinding snow.

"As soon as I got north of Stanwood, it was blowing sideways and white," she said. "I turned around." State troopers were urging drivers to make trips only when necessary.



ERIKA SCHULTZ / THE SEATTLE TIMES

Olympia resident Randy Boston, a driver for Puget Sound Truck Lines, puts chains on his rig's tires before attempting to travel over Snoqualmie Pass to Spokane. Interstate 90 was closed to eastbound traffic at milepost 47 for about an hour in the afternoon due to accidents and blizzardlike conditions.



Monday, November 27, 2006

Cont'd

Farther south, snow was reported in parts of Seattle. With temperatures in the 30s and chilly rain, thousands participated in the annual Seattle Marathon or took advantage of early holiday sales.

The National Weather Service issued a heavy-snow warning for Northwest Washington through Sunday evening, and for portions of Eastern Washington into today.

The Western Washington forecast calls for continuing snow or rain showers into today, followed by slightly drier weather Tuesday and Wednesday, before rain returns later in the week.

At Gordy's Steak and BBQ in North Bend, a restaurant that served as a refuge for several drivers who couldn't get across Snoqualmie Pass, the mood was upbeat despite the delay.

"Everyone was pretty happy it was snowing," said employee Camille Weber. The snow gave a welcome boost to local ski resorts.

"We got 7 inches today and it was uncharacteristically light and dry," said Jon Pretty, public-relations manager at the Summit at Snoqualmie.

By Sunday evening, more than half an inch of rain had fallen at Sea-Tac, making November's total 15.20 inches, less than a quarter inch away from the 15.33 record set in downtown Seattle in 1933.



Tuesday, Nov 28, 2006 9:40 AM EST

Power repair crews face treacherous roads, snow

UNDATED (AP) -- The snow and ice in the Puget Sound area have left thousands of utility customers without electricity.

Snohomish County P-U-D says it has 16,000 customers out, mostly in the north part of the county and on Camano Island. Spokesman Mike Thorne says it has 52 crews working, with help from utilities in Eastern Washington.

Thorne says there's no estimate on when the power will be back on for everyone, especially considering the treacherous roads.

Puget Sound Energy spokeswoman Dorothy Bracken says the utility has 100 scattered outages, and she couldn't say how many customers are affected.

Most are in rural areas of Island, Kitsap, Jefferson, Skagit and Whatcom counties. She says crews should restore most of the outages today. But one area will take at least until tomorrow. That's in Skagit County between Hamilton and Concrete where crews have to hike through snow two feet deep to reach downed lines.



Tuesday, Nov. 28, 2006

Visibility at zero on the Guide Meridian

Crews are working to plow and sand roads and restore power to people around Whatcom County this morning after a snowstorm dumped up to 15 inches of snow Sunday.

"It's pretty treacherous wherever you go," said Bellingham Public Works Superintendent Chad Bedlington.

Bedlington said four full-size trucks equipped with plows have been out since Sunday morning to clear major roads and highways in the county. Other vehicles have been coating roads with sand so cars can gain traction on the slick roads.

The heavy snow has also caused sporadic power outages across the county. Puget Sound Energy reported more than 35 separate addresses without power in Whatcom County, but no blanket power outages. PSE expected crews could restore power to those without by the end of the day.

The Whatcom County Sheriff's Office has responded to numerous calls for vehicles going off roads due to the conditions. Sgt. Scott Huso said people should avoid driving if possible, or use snow tires or chains if they must drive.

Washington State Department of Transportation is sending four additional crews to Whatcom County to clear Interstate 5. The agency also reports:

- White out conditions in the northeast part of the county (Lynden to Sumas). Visibility is at zero on the Guide Meridian (SR 539) and Badger Road (SR 546) and parts of Highway 9 near Sumas.
- Many roads north of SR 20 have compact snow and ice.
- I-5 south of Bellingham is now clear.
- I-5 between Bellingham and the border still has compact snow and ice on the roadway.
- DOT crews are working to clear the compact snow and ice from the road.
- Crews say stay home if you can.

DOT crews have been working non-stop for the past two days clearing ice and snow in the lowlands and heading up to the passes to assist in road clearing there. The agency reports having 190 vehicles in Western Washington working this storm.

Several roads are down to one lane of travel this morning, including Hannegan Road and Hemmi Road.

On Interstate 5, high winds have prevented crews from sanding in several locations. This morning commute is expected to be a difficult one.

"If you don't have to be out on the roads, stay home," said maintenance supervisor Ron Morton.

Drivers are advised to keep speeds low, down to 30 to 35 miles per hour on I-5, according to DOT. Posted speed limits are for dry conditions only, so drivers should slow down and take lots of extra time to reach their destinations. Drivers should also watch out for ice on overpasses, ramps and around curves.



Wednesday, November 29, 2006

Advisory

Power outages - Power outages: Snohomish County PUD reports 11,000 customers without power through north Snohomish County, Stanwood, Camano, Darrington and Oso areas. Puget Sound Energy reports 1,900 customers without power in 55 locations - scattered areas in East Skagit Co., south Whidbey, and Whatcom Co.



Wednesday, November 29, 2006

Get ready for another blast of winter tonight

By Jennifer Sullivan and Jonathan Martin
Seattle Times staff reporters

Another arctic blast will sweep the Puget Sound region tonight, dropping a "wintry mix" of sleet, freezing rain and up to 3 inches of new snow in Seattle and other metropolitan areas, forecasters predict.

And with it November will likely become the wettest month in Seattle history.

Temperatures should rise enough by Thursday that rain will wash away the accumulated snow, but officials hope the lessons learned by local drivers — many stuck on highways for hours and some forced to abandon their cars — will linger.

"The motoring public has received a pretty harsh education in how rough it can be in a harsh winter storm," State Patrol Trooper Jeff Merrill said. "I think the message has been received."

On the bright side, the skies will be clear most of the day and the morning commute should be fairly light.

Merrill said he thinks the slew of crashes on icy roadways in Skagit, Snohomish, King and Pierce counties Monday night and Tuesday has terrified drivers — and will cause them to stay home from work today.

But the dry weather won't last long and the city needs less than 0.1 inch of rain at Seattle-Tacoma International Airport to beat the mark of 15.33 inches measured in December 1933 at the Federal Building in Seattle, where records span the 1890s to 1960s. The National Weather Service began measuring rainfall at the airport in 1945.

"I think we'll definitely break the record," said Johnny Burg, a weather-service meteorologist.

Seattle's cold spell — not just its rainfall — has its sights set on the record books.

The city's forecast low of 18 degrees overnight was expected to shatter a 31-year-old record of 22 degrees, making it the coldest Nov. 29 in Seattle history.

Low number of incidents

Though the storm that started Sunday and wrapped up Tuesday trapped some rural residents in their homes and caused traffic backups nearly everywhere, authorities were surprised by the low number of serious weather-related incidents.

Near Port Angeles on Tuesday, two 16-year-old boys died of apparent carbon-monoxide poisoning. The teens were inside a garage that was being heated by a gas combustion generator, according to the Clallam County Sheriff's Office. The boys' names were not released Tuesday.

In SeaTac, a 60-year-old Federal Way man was critically hurt Monday night after a van struck him while he was stopped on Highway 509, Merrill said. The driver of the van apparently lost control and the man was pinned between his car and the van. He had both legs amputated at Harborview Medical Center, Merrill said.

Between Monday night and Tuesday morning, King County troopers responded to 653 calls for assistance, 242 of those because of collisions. Troopers impounded more than 40 abandoned cars, Merrill said.



Wednesday, November 29, 2006

Cont'd

In Snohomish, Skagit and Whatcom counties, troopers responded to 687 collisions between Sunday and Tuesday, said Trooper Keith Leary.

In Pierce County, a man was pinned against a guardrail Tuesday after another car slid into him on Highway 16, said Trooper Bill Ashcraft.

Motorists were seething Tuesday over the previous night's rush-hour delays — lasting eight hours for some drivers.

Doug MacDonald, state transportation secretary, said officials handled the weather appropriately.

The state Department of Transportation had been expecting a typical Puget Sound snowfall, where snow is often melted by heavy auto traffic and mild temperatures. Instead, it was caught by surprise when temperatures plummeted into the 20s while traffic was at its heaviest.

Traffic made it tough for state plows and sanders to reach Interstate 405, the site of some of the worst backups in King County. Compounding the problem, crews also had to clear Highway 512 in South King County and Highway 9 in East Snohomish County, both hit by deep snow, while Monday Night Football fans added traffic to I-405 and I-5.

The state owns 45 pieces of winter equipment to handle King and Snohomish counties, a couple of which were sent north to snowier Skagit and Whatcom counties, MacDonald said. Plows at Snoqualmie Pass and points east remained there because the state can't leave passes unprotected, he said.

Schools still closed

In response to the expected record-low temperatures, the city of Seattle made homeless shelter space at Seattle Center, City Hall and the Frye Hotel. Overflow space was available at the Compass Center near downtown, according to the mayor's office.

Numerous school districts — including Seattle, Shoreline, Everett, Bellevue, Federal Way, Lake Washington and Issaquah — were closed Tuesday. Most of those, including Seattle, Bellevue, Lake Washington and Issaquah, were expected to be closed again today.

As of late Tuesday, about 21,500 homes in northern Puget Sound counties remained without power.

Snohomish County PUD had at least 50 crews working on mostly small and scattered outages throughout the north end of the county, said spokesman Neil Neroutsos.

Farther north, about 7,000 customers of Puget Sound Energy customers were in the dark, said spokesman Roger Thompson.

Power was restored late Tuesday to part of Concrete. Thompson said crews hoped to restore power to most other customers by early this morning, but some could remain dark through today.

Tom Sheehan, Skagit County's emergency-management director, said he was worried about Lake Cavanaugh, east of Mount Vernon, and Lake Tyee, near Concrete. Roads were closed to both isolated communities, and neither had power as temperatures were expected to drop into the teens.

Medicines were driven in by snowmobiles to the communities, and at least one resident was taken out for a dialysis treatment, he said.



Tuesday, November 28, 2006

Some are snowbound in rural communities of Skagit County

By MARTA MURVOSH and RALPH SCHWARTZ
Staff Writers

Having weathered floods and a really bad snowstorm about 10 years ago, Cape Horn resident Lark Klauda said she and her husband have learned to plan for bad weather.

Their wood stove heats their home and cooks their meals. Klauda said she began cooking a few dishes on Sunday when she saw the snow start to fall because storms often are accompanied by power outages.

"We got food, but if the power stays out, you lose your food," Klauda said. "I just packed up my food and put it in a container outside. We've been through so many things, the flood, the wind, now this. You just kind of tunnel in."

From Lake Cavanaugh to Lake Tyee, some Skagit County residents are snowbound either because of deep powder or downed trees blocking their roads.

Klauda and other Cape Horn residents said Monday they expected to be stuck in their community for at least another day either because of downed trees or slick roads.

Skagit County Sheriff's deputies said that Lake Tyee was cut off because of snow. Plans were being made to contact residents there to ensure they were OK.

In Lake Cavanaugh, residents have been isolated since Sunday's storm and crews from Puget Sound Energy and Skagit County were working early this morning to reach the community.

A lack of power and in some instances lack of phone service can become a dangerous combination, especially with temperatures dropping well below freezing, emergency workers say.

"If people have an elderly neighbor, call them and check on them, or take time to walk over," county Department of Emergency Management director Tom Sheahan said. "Who we worry about most are the elderly and single mothers."

Numerous downed trees are blocking Lake Cavanaugh Road and impeding plowing efforts, Skagit County road operations manager Cliff Butler said.

When county road crews encounter trees that have fallen into power lines, they must wait for Puget Sound Energy workers to remove them, Butler said.

A resident of that area told county officials by phone that they had three feet of snow, and "it looked like a war zone with all the trees that were down," Butler said.

In Cape Horn, downed trees made it difficult for rescuers to get to an elderly woman who had fallen in her home Monday in the dark, said Chief Criminal Deputy Will Reichardt of the Skagit County Sheriff's Office.

Trees hung too low over the roads for an ambulance to navigate the area and a deputy in patrol vehicle and a paramedic in his personal car were able to get to her home and then brought her to the Grassmere Fire station, Reichardt said.

Some Cape Horn residents have small generators, but they were running low on fuel, said Donna Shaver, who has lived in the community for 22 years. She and her husband organize a phone tree to alert Cape Horn residents during floods or other emergencies.

"We have a lot of women and elderly people. It's kind of hard for them to dig out," Shaver said.

"If it starts raining and this all goes off, we're going to be in a big hurt," Shaver said.

November weather: A wild ride Wouldn't a 'normal' December be nice?

By RALPH SCHWARTZ

Mother Nature packed a punch in November — four punches, in fact — flooding homes, knocking down power lines, closing roads and crippling traffic from the most isolated mountain road to Interstate 5.

Two windstorms, a flood and a snowstorm have left residents of Western Washington wondering, what's next?

"I hear Mount Rainier is rumbling," joked Tom Sheahan, director of the Skagit County Department of Emergency Management, while on snowstorm duty Monday morning. "Let's hope not."

An erupting volcano is one of the few events of nature that the region didn't experience last month.

The Nov. 7 flood, a significant event at the time, has receded in memory only because so many other major weather events followed it.

A Nov. 15 windstorm with gusts as high as 74 mph knocked trees into a home and tore the roof off a large chicken barn near Hamilton — just to name a couple of the many damaged scenes. The wind in that storm knocked out power to 10,000 Skagit County customers.

During this week's snowstorm, 4,000 Skagit customers lost power. The bad news was that snowed-in roads and fallen trees slowed the work of crews trying to get everyone back online. Some people were still without power today.

While the snow affected all of the Puget Sound, 70 percent of the power outages were in Skagit County, Puget Sound Energy spokesman Dennis Smedsrud said.

Unofficial reports by Skagit County residents estimated that snowfall ranged from about eight inches in the lower valley to three feet or more in the mountains.

The City of Sedro-Woolley reported 8.6 inches of snow this November. The city is a cooperative observer for the National Weather Service and uses the agency's measuring equipment to obtain its data.

Based on snowfall records kept in Sedro-Woolley since 1931, only three previous Novembers produced numbers similar to those reported in Skagit County this week.

Most recently, Sedro-Woolley received 16 inches of snow in November 1985 thanks to a memorable Thanksgiving storm. Seven inches were measured in Sedro-Woolley in November 1946, and 10 inches in November 1937.

The mean snowfall measurement for the month of November in Sedro-Woolley is 0.61 inches. January, the snowiest month, has a mean snowfall total of 2.87 inches.

Compared to Skagit County, Sea-Tac Airport recorded a paltry 3.6 inches of snow this November — the sixth-snowiest November since 1945 but nothing to write home about, National Weather Service meteorologist Johnny Burg said.

"Compared to the snowiest month ever for November, we didn't come close," Burg said. The snowiest November at Sea-Tac was in 1985, when 17.5 inches of snow fell.

In Seattle, the big weather news for November was actually the record-breaking rainfall. The 15.63 inches that fell at Sea-Tac Airport in November was the most recorded in the Seattle area for any month in the last 115 years.

Skagit County hasn't been that wet. Sedro-Woolley had 9.46 inches of rain in November — more than the mean of 6.23 inches but far below the rainfall total for November 1990, which was 16.5 inches.

A rain gauge at the Concrete fish station measured 18.27 inches of rain in November. The record for that location, set in 1990, is 22.08 inches. Mean rainfall there is 10.16 inches.

Can last month's wacky weather be attributed to a larger cause? Climate researchers are trying to learn how global warming is affecting day-to-day weather. The connection, however, is hard to make.

Qualifying Storm Event
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A new computer simulation created by Dr. Cliff Mass of the University of Washington and other scientists suggests global warming means rainier Novembers. But Mass cautioned against claiming that global warming is responsible for November's extremes.

"I think that's pretty dangerous to get into that territory," he said. What about El Niño? The accepted wisdom in meteorological circles is that warm sea-surface temperatures off the coast of Peru are related to warmer winters in the Pacific Northwest. The Puget Sound region was 1 degree cooler than average this November.

There's also a slight tendency toward drier winters during an El Niño. A good example was the El Niño of 2004-05, which skiers shudder to remember for its lack of mountain snow.

Mass said not to expect the El Niño effect until January, if it comes at all. "You have not seen an El Niño-like pattern. Maybe that will change," he said.

The National Weather Service's Climate Prediction Center predicted above-average temperatures for Washington state for December. The agency's precipitation prediction is neutral; it places equal odds on either a drier or a wetter than normal month.

Whatever happens, some people just hope it's not a repeat of November.

As road operations manager for Skagit County, Cliff Butler has been responsible for clearing the roads after floodwaters, snow and fallen trees created obstacles for motorists.

"This November, it's been something," Butler said. "That major windstorm, the flood, another good windstorm, then snow. The crew has worked every weekend in November. We just need a calmer December."

Skagit Valley Herald.com

Monday, December 04, 2006

Letters of Thanks

Thanks for snow efforts

There are still good people in this world! I spent two hours Monday trying to get from work in Sedro-Woolley to home above Concrete after the Sunday/Monday snowstorm, only to get high-centered on packed, plowed snow a quarter-mile from my house.

My heartfelt thanks to the man across the street running his tractor to clear snow from his drive, also to the couple from Rockport who stopped to lend a hand, the passerby related to Betty, and the state plow man who got a couple shovels of sand out of his truck to get me on my way again — I thank you all so very much.

A special thank you to the Sauk Store Road neighbors who like to play with their tractors and plows in the snow. John, Allen, Steve, Chuck — you are the best! Thank you Bob and Judy for opening your home to neighbors without power, water and heat to make a difficult time a bit easier.

Last but not least, from those of us who have all electric and no other heat, thank you Puget Sound Energy, your subs and Asplundh for getting power restored as quickly as you could in east Skagit County. You had a tremendous job to do with all the trees down and broken lines. Thank you to all.

Karan Harrell, Concrete