## BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION,

DOCKET NO. UG-021584

Complainant,

v.

AVISTA CORPORATION d/b/a AVISTA UTILITIES,

Respondent.

## REPLY BRIEF ON BEHALF OF COMMISSION STAFF

DONALD T. TROTTER
Senior Counsel
Counsel for Commission Staff

January 9, 2004

## **TABLE OF CONTENTS**

I.	SUM	SUMMARY1				
II.	REPLY TO AVISTA1					
	A.	Avista Has Not Passed the Cross-Subsidy Test for Affiliated Interest Transactions				
		1.	The Commission's Inability to Determine Avista Energy's Costs is Not Limited to Tier 3	2		
		2.	The Information Relevant to the Mechanism's Formula is Not Relevant to the Determination of Avista Energy's Costs	3		
	В.	The Structure of the Proposed Mechanism is Unsound. Avista's Subjective Support for its Proposed Benchmarks Is Insufficient Proof the Mechanism is Appropriate				
		1.	Avista's Figures Prove the Mechanism's Incentives Are Inappropriate	6		
		2.	Avista's Proposed "Balancing Act" is Not Appropriate Because it Rests on Subjective Considerations. Avista Has Not Even Proved the Proposed 80/20 Sharing Percentages Are Appropriate	7		
		3.	In Any Event, Avista Has Not Provided Sufficient Information to Enable the Commission to Conduct a Defensible "Balancing"	7		
		4.	Conclusions	8		
	C.	Ratepayers Are Not Getting a Good Deal				
		1.	Currency Risk	9		
		2.	"Load Volatility"	10		

		3.	Transportation Benefits	11
			(1) Avista's Analysis of Exhibit 214 Proves Its	
			Position on Transportation Benefits is Unrealistic	11
			(2) Avista's Pessimistic Outlook for Off-System	
			Sales and Capacity Releases is Also Unjustified	13
	D.	Misc	ellaneous Issues	13
		1.	Avista Mischaracterizes the Record	
			By Omitting Key Facts	14
		2.	Investors Will Not Recognize Attempts to "Shift Risk"	
			Between Avista Utilities and its Affiliate	16
		3.	Experience Belies Avista's Claim that the Mechanism is	
			Needed Now More Than Ever	17
		4.	Memos From Commission Staffs in Other States	
			Do Not Inform or Dictate Appropriate Action Here	18
		5.	Avista Says Staff Made "Numerous" and "Significant"	
			Errors in Calculating a Transportation Benefits Threshold,	10
			But Avista Does Not Identify Any	19
III.	REPI	LY TO	PUBLIC COUNSEL	20
IV.	CON	ICLUS]	IONS AND RECOMMENDATIONS	20