AVISTA CORP.
RESPONSE TO REQUEST FOR INFORMATION

JURISDICTION:	WASHINGTON	DATE PREPARED:	07/12/2021
CASE NO:	200900-901-894	WITNESS:	Heather Rosentrater
REQUESTER:	Bench	RESPONDER:	Heather Rosentrater
TYPE:	Bench Request	DEPT:	Executive Officer
REQUEST NO.:	Bench Request No. 8	TELEPHONE:	(509) 495-4430
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REQUEST:

Avista witnesses Rosentrater, La Bolle, and DiLuciano testified regarding the loading of transformers and feeders that were the subject of protective outages during the heating event experienced in Avista's service territory during the week of June 27 – July 3, 2021, citing loading statistics and data comparing those transformers and feeders with their performance during 2018, 2019, and 2020. Please file a document with the Commission by July 14, 2021, illustrating the loading statistics and data comparing the performance of these transformers and feeders during the week of June 27 – July 3, 2021, with their performance during peak summer loading events in 2018, 2019, and 2020.

RESPONSE:

Provided below is the information that Ms. Rosentrater shared during the July 7, 2021 Evidentiary Hearing. Please note that the previous summer peak was experienced during an August 2018 day that reached 105 degrees Fahrenheit at Avista's Beacon substation. On Monday, June 28, the peak temperature was 106 degrees Fahrenheit at our Beacon substation.

		Actual Peak Loading (%)			
Facility	**Location**	**2018***	**2019**	**2020**	**2021**
Waikiki 115/13kV Transformer 1	Spokane, Washington	86.3	79.7	84.8	95.7**
Northeast 115/13kV Transformer 2	Spokane, Washington	66.2	72.5	78.5	99.5**
Sunset 115/13 kV Transformer 2	Spokane, Washington	77.5	67.7	82.8	90.9**
Tenth & Stewart 1257	Lewiston, Idaho	77.7	73.5	85.4	99.5
Francis & Cedar 12F1	Spokane, Washington	79.1	76.6	80.8	97.1

* Avista's previous summer System Peak was in August of 2018. An all-time System Peak occurred during the heat event in June 2021.

** All of the transformers that were the cause of protective outages on Monday June 28, 2021 experienced a major alarm driven by oil temperature that caused the protective outage versus the protective outage being driven by hitting the 100% loading level.