

Exh. JES-9
Dockets UE-170485/UG-170486
Witness: Jennifer Snyder

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

**WASHINGTON UTILITIES AND
TRANSPORTATION COMMISSION,**

Complainant,

v.

**AVISTA CORPORATION d/b/a
AVISTA UTILITIES,**

Respondent.

**DOCKETS UE-170485 and
UG-170486 (*Consolidated*)**

**EXHIBIT TO
TESTIMONY OF**

Jennifer Snyder

**STAFF OF
WASHINGTON UTILITIES AND
TRANSPORTATION COMMISSION**

Avista response to Staff Data Request No. 179

October 27, 2017

**AVISTA CORP.
RESPONSE TO REQUEST FOR INFORMATION**

JURISDICTION:	WASHINGTON	DATE PREPARED:	09/05/2017
CASE NO.:	UE-170485 & UG-170486	WITNESS:	Kevin Christie
REQUESTER:	UTC Staff	RESPONDER:	Shawn Bonfield
TYPE:	Data Request	DEPT:	State & Federal Regulation
REQUEST NO.:	Staff - 179	TELEPHONE:	(509) 495-2782
		EMAIL:	shawn.bonfield@avistacorp.com

REQUEST:

Has Avista performed a cost-effectiveness analysis on the maximum combined rebate a customer could receive if they took advantage of all Avista rebates available when converting to natural gas? Please provide a dual fuel analysis that demonstrates the cost-effectiveness of the maximum customer rebate under both the Utility Cost Test (UCT) and the Total Resource Cost Test (TRC) using Avista's Dual Fuel Incentive Calculator (DFIC) or the equivalent.

Provide with this analysis the inputs needed for calculating cost-effectiveness including, but not limited to:

- a. unit energy savings of measures installed
 - i. kWh savings, direct annual
 - ii. therm savings, direct annual
 - iii. interactive kWh savings, annual
 - iv. interactive therm savings, annual
- b. measure life of measures installed,
- c. the current discount rate used for Avista residential conservation cost-effectiveness,
- d. utility avoided costs for both electric and gas,
- e. participant bill savings,
- f. total measure costs,
- g. incremental costs to participant,
- h. carbon costs or savings projected to incur to the utility as a result of the Clean Air Rule (CAR),
- i. carbon costs or savings projected to incur to the participant as a result of the CAR,
- j. quantifiable non-energy benefits,
- k. and all other relevant inputs.

Please provide responsive materials in a fully functional Excel format with all workbooks, worksheets, data and formulae left intact.

RESPONSE:

Avista has not performed a cost-effectiveness test on the maximum combined rebate a customer could receive if they took advantage of all Avista DSM rebates in addition to receiving a LEAP credit. The LEAP program is a Commission approved three-year pilot program. The Company proposed the program in response to the Commission's investigation into the need for expanding natural gas distribution infrastructure, Docket No. UG-143616. As stated in the Company's Petition for approval of the pilot program, the program will help to expand natural gas distribution infrastructure to address environmental concerns associated with emissions, and further promote the efficient end-use of natural gas. The LEAP program is not a DSM program nor was it proposed to be treated like a DSM program.