



NORTHWEST PIPELINE LLC
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February 28, 2017

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, D.C. 20426

Re: Northwest Pipeline LLC
Docket No. RP17-___

Dear Ms. Bose:

Pursuant to Part 154 of the regulations of the Federal Energy Regulatory Commission (“Commission” or “FERC”), Northwest Pipeline LLC (“Northwest”) tenders for filing and acceptance the following tariff sheet as part of its FERC Gas Tariff (“Tariff”), Fifth Revised Volume No. 1:

Nineteenth Revised Sheet No. 14

By this filing, Northwest proposes the following fuel reimbursement factors (“Factor(s)”): (1) an increase from 1.19% to 1.28% in the Factor for Northwest's transportation services under Rate Schedules TF-1¹, TF-2, TI-1 and DEX-1; (2) a decrease from 0.23% to 0.15% in the Factor for Northwest's underground storage services under Rate Schedules SGS-2F and SGS-2I; (3) a decrease from 0.71% to 0.53% for Northwest's liquefaction Factor for liquefied natural gas (“LNG”) storage services under Rate Schedules LS-1, LS-2F, LS-3F, LS-2I and LD-4I; and (4) an increase from 0.34% to 0.53% for Northwest's vaporization Factor for LNG storage services under Rate Schedules LS-1, LS-2F, LS-3F and LS-2I.

The above Factors provide in-kind reimbursement to Northwest for fuel gas used and gas lost and unaccounted-for (“L&U”) in its transmission system operations.

As part of its annual Summer Fuel Filing, Northwest is required to true-up the Liquefaction Facility Charge for Rate Schedules LS-3F and LD-4I. Northwest proposes no change for 2017 to the estimated LS-3F and LD-4I liquefaction charges.

¹ In addition to the Rate Schedule TF-1 Factor, a fixed 0.50% Evergreen Expansion Incremental Surcharge applies to the quantity of gas nominated for receipt at the Sumas, SIPI, or Pacific Pool receipt points under Evergreen Expansion service agreements.

Statement of Nature, Reasons and Basis for the Filing

Northwest is submitting this filing to comply with Section 14.12 and Section 14.20 of the General Terms and Conditions (“GT&C”) contained in Northwest's Tariff, which requires the Factor for the transportation rate schedules to be determined semi-annually to become effective on April 1 and October 1 of each year, and requires Factors for storage rate schedules to be determined annually to become effective April 1 of each year.

Although Northwest’s Tariff does not dictate the use of any particular methodology for making the projections that are necessary components of a proposed Factor, Northwest typically bases its projected transportation quantities, fuel usage and L&U on historical averages. Unless specifically noted, Northwest has continued to use that methodology in making the current projections for its Factors. Exhibits A, B, C, D and supporting work papers are included herein to show the data and formulas used to derive the proposed Factors.

Mainline Transportation (Calculations on Exhibit A)

Northwest proposes an increase from 1.19% to 1.28% for the Factor to be used during the upcoming April through September 2017 period for transportation services under Rate Schedules TF-1, TF-2, TI-1 and DEX-1. The proposed 1.28% Factor is designed to recover the anticipated fuel usage and L&U and to true-up the variance between fuel reimbursed and fuel used (including L&U) for prior periods.

Underground Storage (Calculations on Exhibit B)

Northwest proposes a decrease from 0.23% to 0.15% for the Factor to be used during the upcoming April 2017 through March 2018 period for storage service at the Jackson Prairie Storage Project under Rate Schedules SGS-2F and SGS-2I.

LNG Storage (Calculations on Exhibits C and D)

Northwest proposes a decrease from 0.71% to 0.53% for the liquefaction Factor to be used during the upcoming April 2017 through March 2018 period for storage service at the Plymouth LNG facility under Rate Schedules LS-1, LS-2F, LS-3F, LS-2I and LD-4I.

Northwest proposes an increase from 0.34% to 0.53% for the vaporization Factor to be used during the upcoming April 2017 through March 2018 period for storage service at the Plymouth LNG facility under Rate Schedules LS-1, LS-2F, LS-3F LS-2I and LD-4I.

Northwest proposes to project fuel usage at the Plymouth LNG facility based upon the quantity of gas that is necessary to fill the storage tanks. For the current period, in order to level out the difference between the liquefaction and vaporization Factors, Northwest will net the projected under-recovery of the liquefaction with the projected over-recovery of the vaporization for this period. Any under/over recoveries of liquefaction or vaporization fuel usage will be trued up in

next year's filing. Shippers holding storage capacity at the Plymouth LNG facility have agreed to this methodology for the upcoming period.²

LS-3F and LD-4I Estimated Liquefaction Charge

Plymouth LNG Rate Schedules LS-3F and LD-4I were added to Northwest's Tariff in October 2014.³ Section 14.20 of the GT&C of Northwest's Tariff states that the current year's estimated liquefaction charge for these two Rate Schedules are to be filed concurrently with Northwest's annual fuel filing. Since no shippers have utilized services under either a Rate Schedule LS-3F or LD-4I Service Agreement, Northwest proposes no change to the liquefaction charge of \$0.90855 for both of these services during 2017.

Filings Pending Before the Commission

In compliance with 18 CFR § 154.204(f), Northwest states that it currently has no other filings pending before the Commission that may significantly impact this filing.

Effective Date and Waiver Request

Northwest hereby moves that the Tariff sheet be made effective April 1, 2017, or at the end of any suspension period which may be imposed by the Commission. Also, Northwest requests that the Commission grant any other waivers it may deem necessary for the acceptance of this filing.

Procedural Matters

Pursuant to the applicable provisions in Section 154 of the Commission's regulations, Northwest submits an eTariff .xml filing package, containing the following items:

- proposed tariff sheet and a marked version of such sheet;
- transmittal letter, Exhibits A, B, C, D and supporting schedules.

Service and Communications

In compliance with 18 CFR § 154.7(b), Northwest certifies that copies of this filing have been served electronically upon Northwest's customers and upon interested state regulatory commissions.

² Shippers currently holding storage capacity at the Plymouth LNG Facility include: Cascade Natural Gas Corporation, Intermountain Gas Company, City of Ellensburg, and Puget Sound Energy, Inc.

³ Northwest Pipeline LLC, Docket No. RP15-42, Letter Order dated October 24, 2014.

Ms. Kimberly D. Bose
February 28, 2017
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All communications regarding this filing should be served by e-mail to:

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The undersigned certifies that the contents of this filing are true and correct to the best of his knowledge and belief and he possesses full power and authority to sign this filing.

Respectfully submitted,

NORTHWEST PIPELINE LLC

Laren Gertsch
Director, Rates and Tariffs

Enclosures

STATEMENT OF FUEL USE REQUIREMENTS FACTORS
 FOR REIMBURSEMENT OF FUEL USE

Applicable to Transportation Service Rendered Under
 Rate Schedules Contained in this Tariff, Fifth Revised Volume No. 1

The rates set forth on Sheet Nos. 5, 6, 7, 8 and 8-A are exclusive of fuel use requirements. Shipper shall reimburse Transporter in-kind for its fuel use requirements in accordance with Section 14 of the General Terms and Conditions contained herein.

The fuel use reimbursement furnished by Shippers shall be as follows for the applicable Rate Schedules included in this Tariff:

Rate Schedules TF-1, TF-2, TI-1, and DEX-1	1.281.19%
Rate Schedule TF-1 - Evergreen Expansion	
Incremental Surcharge (1)	0.50%
Rate Schedule TFL-1	-
Rate Schedule TIL-1	-
Rate Schedules SGS-2F and SGS-2I	0.150.23%
Rate Schedules LS-2F, LS-3F and LS-2I	
Liquefaction	0.530.71%
Vaporization	0.530.34%
Rate Schedule LD-4I	
Liquefaction	0.530.71%

The fuel use factors set forth above shall be calculated and adjusted as explained in Section 14 of the General Terms and Conditions. Fuel reimbursement quantities to be supplied by Shippers to Transporter shall be determined by applying the factors set forth above to the quantity of gas nominated for receipt by Transporter from Shipper for transportation, Jackson Prairie injection, Plymouth liquefaction, Plymouth vaporization, or for deferred exchange, as applicable.

Footnote

(1) In addition to the Rate Schedule TF-1 fuel use requirements factor, the Evergreen Expansion Incremental Surcharge will apply to the quantity of gas nominated for receipt at the Sumas, SIPI or Pacific Pool receipt points under Evergreen Expansion service agreements.

STATEMENT OF FUEL USE REQUIREMENTS FACTORS
FOR REIMBURSEMENT OF FUEL USE

Applicable to Transportation Service Rendered Under
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The rates set forth on Sheet Nos. 5, 6, 7, 8 and 8-A are exclusive of fuel use requirements. Shipper shall reimburse Transporter in-kind for its fuel use requirements in accordance with Section 14 of the General Terms and Conditions contained herein.

The fuel use reimbursement furnished by Shippers shall be as follows for the applicable Rate Schedules included in this Tariff:

Rate Schedules TF-1, TF-2, TI-1, and DEX-1	1.28%
Rate Schedule TF-1 - Evergreen Expansion Incremental Surcharge (1)	0.50%
Rate Schedule TFL-1	-
Rate Schedule TIL-1	-
Rate Schedules SGS-2F and SGS-2I	0.15%
Rate Schedules LS-2F, LS-3F and LS-2I Liquefaction	0.53%
Vaporization	0.53%
Rate Schedule LD-4I Liquefaction	0.53%

The fuel use factors set forth above shall be calculated and adjusted as explained in Section 14 of the General Terms and Conditions. Fuel reimbursement quantities to be supplied by Shippers to Transporter shall be determined by applying the factors set forth above to the quantity of gas nominated for receipt by Transporter from Shipper for transportation, Jackson Prairie injection, Plymouth liquefaction, Plymouth vaporization, or for deferred exchange, as applicable.

Footnote

(1) In addition to the Rate Schedule TF-1 fuel use requirements factor, the Evergreen Expansion Incremental Surcharge will apply to the quantity of gas nominated for receipt at the Sumas, SIPI or Pacific Pool receipt points under Evergreen Expansion service agreements.

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2017

(Section No. refers to the General Terms and Conditions of Northwest's Tariff)

Exhibit A

Calculation for Rate Schedules TF-1, TF-2, TI-1, DEX-1

Line No.	Section No.	Description	Dth	Note No.
1	14.12(a)	Average April - September fuel usage during last three seasons	4,701,427	(i)
2	14.12(h)	Projected Evergreen Expansion incremental surcharge reimbursement	(90,434)	(vi)
3	14.12(g)	Cumulative under-recovery of fuel as of Dec. 31, 2016	305,130	(ii)
4		Total projected fuel usage	4,916,123	
5	14.12(b)	Average projected lost and unaccounted-for	85,945	(iii)
6	14.12(g)	Cumulative (over)-recovery of L&U as of Dec. 31, 2016	(729,314)	(iv)
7		Total projected lost and unaccounted-for gas (gain)	(643,369)	
8	14.12(c)	Quantities to be credited by Northwest	0	(1)
9	14.12(e)	Total projected fuel and lost and unaccounted-for gas	4,272,755	
10	14.12(d)	Projected transportation receipts	333,964,884	(v)
11	14.12(e)	Factor (line 9 divided by line 10)	1.28%	

Notes to Page 1 of Exhibit A

	Dth
(i) Fuel usage projected as follows:	
Actual April - September 2016 fuel usage	5,252,925
Actual April - September 2015 fuel usage	5,524,569
Actual April - September 2014 fuel usage	3,326,788
Average April - September fuel usage during last three seasons	4,701,427
(ii) Fuel usage true-up adjustment calculated as follows:	
Cumulative under-recovery of fuel as of Jun. 30, 2016 per true-up adj. in Oct. 1, 2016 filing	995,812
Actual July - December 2016 fuel usage	4,605,101
Fuel Adjustment	0
Total before fuel reimbursements	5,600,913
Actual July - December 2016 fuel reimbursements	
General system reimbursements	5,193,019
Evergreen Expansion incremental surcharge reimbursements	102,764
Total Fuel Reimbursements	5,295,783
Cumulative under-recovery of fuel as of Dec. 31, 2016	305,130

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2017

Exhibit A (continued)

Calculation for Rate Schedules TF-1, TF-2, TI-1, DEX-1Notes to Page 1 of Exhibit A (continued)

	<u>Dth</u>	
(iii) Lost and unaccounted-for gas projected as follows:		
Twelve months ended December 2016 actual lost and unaccounted-for (gain)	(582,249)	
Twelve months ended December 2015 actual lost and unaccounted-for	14,155	
Twelve months ended December 2014 actual lost and unaccounted-for	<u>1,083,765</u>	
Average twelve months lost and unaccounted-for gas during last three years	<u>171,890</u>	
Six month lost and unaccounted-for gas (twelve month average divided by 2)	85,945	
Out of period adjustments or other forecast adjustments	<u>0</u>	(1)
Average projected lost and unaccounted-for	<u>85,945</u>	
(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:		
Cumulative (over)-recovery of L&U as of Jun. 30, 2016 per true-up adj. in Oct. 1, 2016 filing	(1,472,881)	
Actual July - December 2016 lost and unaccounted-for	<u>(187,041)</u>	
Total (over)-recovery	<u>(1,659,922)</u>	
Less: reimbursements collected between July - Dec 2016 for lost and unaccounted-for gas	<u>(930,608)</u>	
Cumulative (over)-recovery of L&U as of Dec. 31, 2016	<u>(729,314)</u>	
(v) Transportation receipt quantities projected as follows:		
Actual April - September 2016 delivered transportation	329,860,721	
Actual April - September 2015 delivered transportation	360,912,280	
Actual April - September 2014 delivered transportation	<u>298,032,086</u>	
Average April - September delivered transportation during last three seasons	<u>329,601,696</u>	
Projected April - September 2017 delivered transportation	329,601,696	
Projected April - September 2017 fuel and lost and unaccounted-for gas receipts	4,272,755	
Projected Evergreen Expansion incremental surcharge reimbursement	<u>90,434</u>	
Projected transportation receipts	<u>333,964,884</u>	
(vi) Evergreen Expansion incremental surcharge reimbursement projected as follows:		
Actual April - September 2016 delivered transportation	19,380,823	
Actual April - September 2015 delivered transportation	16,704,926	
Actual April - September 2014 delivered transportation	<u>17,209,029</u>	
Average April - September delivered transportation during last three seasons	<u>17,764,926</u>	
Projected April - September 2017 delivered transportation	17,764,926	
Projected April - September 2017 fuel and lost and unaccounted-for gas receipts using a factor of 1.28% plus 0.50% incremental surcharge	<u>321,946</u>	
Projected April - September 2017 receipts for Evergreen Expansion shippers	<u>18,086,872</u>	
Evergreen Expansion incremental surcharge	<u>0.50%</u>	
Projected Evergreen Expansion incremental surcharge reimbursement	<u>90,434</u>	

(1) Northwest does not have any out-of-period or other adjustments that need to be recovered in this filing

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2017

Exhibit B

Calculation for Rate Schedules SGS-2F and SGS-2I

Line No.	Section No.	Description	Dth	Note No.
1	14.12(a)	Average projected fuel usage during last three years	40,497	(i)
2	14.12(g)	Cumulative (over)-recovery of fuel as of Dec. 31, 2016	(21,230)	(ii)
3		Total projected fuel usage	19,267	
4	14.12(b)	Projected lost and unaccounted-for	0	
5	14.12(g)	Lost and unaccounted-for gas true-up adjustment	0	
6		Total projected lost and unaccounted-for gas	0	
7	14.12(f)	Total projected fuel and lost and unaccounted-for gas	19,267	
8	14.12(d)	Total projected nominated injections	12,467,788	(iii)
9	14.12(f)	Factor (line 7 divided by line 8)	0.15%	

Notes to Exhibit B

(i) Fuel usage projected as follows:

	Dth
Actual 2016 fuel usage	43,821
Actual 2015 fuel usage	27,324
Actual 2014 fuel usage	50,345
Average projected fuel usage during last three years	40,497

(ii) Fuel usage true-up adjustment calculated as follows:

Cumulative (over)-recovery of fuel as of Dec. 31, 2015 per true-up adj. in Apr. 1, 2016 filing	(16,292)
Actual January - December 2016 fuel usage	43,821
Total before fuel reimbursements under-recovered	27,529
Less: reimbursements collected January - December 2016	48,759
Cumulative (over)-recovery of fuel as of Dec. 31, 2016	(21,230)

(iii) Nominated injections projected as follows:

Actual 2016 nominated injections	17,388,610
Actual 2015 nominated injections	9,026,757
Actual 2014 nominated injections	10,930,197
Average nominated injections during last three years	12,448,521
Projected 2017 nominated injections	12,448,521
Projected 2017 fuel and lost and unaccounted-for gas under-recovered	19,267
Total projected nominated injections	12,467,788

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2017

Exhibit C

Calculation for Rate Schedules LS-1, LS-2F, LS-3F, LS-2I and LD-4I - Liquefaction Factor

Line No.	Section No.	Description	Dth	Note No.
1	14.12(a)	Estimated Fuel Usage at historical rate (.47%)	2,282	(i)
2	14.12(g)	Fuel usage true-up adjustment	6,272	(ii)
3		Total projected fuel usage	8,554	
4	14.12(b)	Average projected lost and unaccounted-for gas	65	(iii)
5	14.12(g)	Cumulative under-recovery of L&U as of Dec. 31, 2016	169	(iv)
5a		(Over)-recovery of fuel transferred from Vaporization Exhibit D, Line 7a	(3,433)	(1)
6		Total projected lost and unaccounted-for gas (over)-recovered	(3,199)	
7	14.12(f)	Total projected fuel and lost and unaccounted-for gas	5,355	
8	14.12(d)	Total projected liquefaction nominations	1,017,878	(v)
9	14.12(f)	Factor (line 7 divided by line 8)	0.53%	

- (1) Northwest batches withdrawal nominations for Plymouth LNG Plant. Northwest will net the vaporization fuel imbalance with the liquefaction fuel imbalance to ensure a reasonable fuel rate.

Notes to Exhibit C

	Dth	
(i) Estimated liquefaction for April 2017 - March 2018		
Physical boil off balance @ Feb. 15, 2017	127,523	
Estimated boil off from Feb. 15, 2017 to Oct. 31, 2017	323,177	
Physically withdrawn (Nov. 1, 2016 - Feb. 15, 2017)	34,890	
Total estimated physical liquefaction through Oct. 31, 2017	485,590	
Estimated Fuel Usage at historical rate (.47%)	2,282	
Northwest is utilizing projected injections to fill the storage facility rather than using the three year average.		
(ii) Fuel usage true-up adjustment calculated as follows:		
Cumulative under-recovery of fuel as of Dec. 31, 2015 per true-up adj. in April 1, 2016 filing	3,316	
Actual January - December 2016 fuel usage	15,810	
Total before fuel reimbursements under-recovery	19,126	
Less: Actual January - December 2016 fuel reimbursements	12,854	
Fuel usage true-up adjustment	6,272	
(iii) Lost and unaccounted-for gas projected as follows:		
Twelve months ended Dec. 2016 actual lost and unaccounted-for	163	
Twelve months ended Dec. 2015 actual lost and unaccounted-for	31	
Twelve months ended Dec. 2014 actual lost and unaccounted-for	0	
Average projected lost and unaccounted-for gas	65	
(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:		
Cumulative (over)-recovery of L&U as of Dec. 31, 2015 per true-up adj. in Apr. 1, 2016 filing	(55)	
Actual January - December 2016 lost and unaccounted-for	163	
Total before lost and unaccounted-for reimbursements	108	
Less: reimbursements collected between July - Dec. 2016 lost and unaccounted-for gas	(61)	
Cumulative under-recovery of L&U as of Dec. 31, 2016	169	
(v) Nominated injections projected as follows:		
Nominate Passage boil off balance	293,754	
Estimated boil off from Feb. 15, 2017 to Oct. 31, 2017	323,177	
Shipper norms to fill capacity 2017	395,592	
Projected 2017 nominated injections	1,012,523	
Projected 2017 nominated injections	1,012,523	(2)
Projected 2017 fuel and lost and unaccounted-for gas under-recovered	5,355	
Total projected liquefaction nominations	1,017,878	

- (2) Northwest is utilizing projected nomination injections to fill the storage facility rather than using the three year average.

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2017

Exhibit D

Calculation for Rate Schedules LS-1, LS-2F, LS-3F and LS-2I - Vaporization Factor

Line No.	Section No.	Description	Dth	Note No.
1	14.12(a)	Fuel usage projected	0	(i)
2	14.12(g)	Cumulative (over)-recovery of fuel as of Dec. 31, 2016	(3,692)	(ii)
3		Total projected fuel usage	(3,692)	
4	14.12(b)	Average projected lost and unaccounted-for gas	65	(iii)
5	14.12(g)	Cumulative under-recovery of L&U as of Dec. 31, 2016	194	(iv)
6		Total projected lost and unaccounted-for gas under-recovered	259	
7	14.12(f)	Projected fuel and lost and unaccounted-for gas (gain)	(3,433)	
7a		Re-class of (over)-recovery to liquefaction rate to Exhibit C, line 5a	3,433	(1)
		Total Projected fuel and lost and unaccounted-for gas	0	
8	14.12(d)	Projected Plymouth LNG nominated vaporizations	497,531	(v)
9	14.12(f)	Factor	0.53%	(2)

(1) Northwest batches withdrawal nominations from Plymouth LNG Plant. Northwest will net the vaporization fuel imbalance with the liquefaction fuel imbalance to ensure a reasonable fuel rate.

(2) Northwest is utilizing the same fuel rate as Liquefaction in Exhibit C.

Notes to Exhibit D

	Dth
(i) Fuel usage projected as follows:	
Actual 2016 fuel usage	220
Actual 2015 fuel usage	0
Actual 2014 fuel usage	16,859
Average vaporization fuel for last 3 years	5,693
Fuel Usage Projected	0
(ii) Fuel usage true-up adjustment calculated as follows:	
Cumulative (over)-recovery of fuel as of Dec. 31, 2015 per true-up adj. in April 1, 2016 filing	(3,912)
Actual January - December 2016 fuel usage under-recovery	220
Total before fuel reimbursements (over)-recovery	(3,692)
Less: reimbursements collected between January - December 2016 fuel	-
Cumulative (over)-recovery of fuel as of Dec. 31, 2016	(3,692)
(iii) Lost and unaccounted-for gas projected as follows:	
Twelve months ended Dec. 2016 actual lost and unaccounted-for	163
Twelve months ended Dec. 2015 actual lost and unaccounted-for	31
Twelve months ended Dec. 2014 actual lost and unaccounted-for	0
Average projected lost and unaccounted-for gas	65
(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:	
Cumulative under-recovery of L&U as of Dec. 31, 2015 per true-up adj. in Apr. 1, 2016 filing	31
Actual January - December 2016 lost and unaccounted-for	163
Total before lost and unaccounted-for reimbursements	194
Less: reimbursements collected between July - Dec. 2016 lost and unaccounted-for gas	0
Cumulative under-recovery of L&U as of Dec. 31, 2016	194
(v) Nominated vaporization projected as follows:	
Actual 2016 nominated vaporization	100
Actual 2015 nominated vaporization	0
Actual 2014 nominated vaporization	1,502,792
Average nominated vaporizations	500,964
Projected 2016 nominated vaporization	500,964
Projected 2016 fuel and lost and unaccounted-for gas	(3,433)
Total projected vaporization nominations	497,531

Northwest Pipeline LLC

Detail of 2016 Actuals Used to Derive Fuel Factors to be Effective April 1, 2017

(Dth)

Month	Transportation					
	Fuel Usage	Delivered Transportation	Lost and Unaccounted	Increase in Volumes	Reimbursements System-Wide	Surcharge
Jul-16	827,354	58,889,999	(201,915)	0	751,396	20,170
Aug-16	974,119	54,223,449	(61,843)	0	811,680	13,661
Sep-16	860,909	48,777,230	68,927	0	747,351	19,583
	<u>2,662,382</u>	<u>161,890,678</u>	<u>(194,831)</u>	<u>0</u>	<u>2,310,427</u>	<u>53,414</u>
Oct-16	538,709	52,782,059	(72,926)	0	672,345	19,156
Nov-16	717,920	53,633,236	(16,314)	0	634,953	16,320
Dec-16	686,090	85,202,669	97,030	0	644,686	13,874
	<u>1,942,719</u>	<u>191,617,964</u>	<u>7,790</u>	<u>0</u>	<u>1,951,984</u>	<u>49,350</u>
Total	<u>4,605,101</u>	<u>353,508,642</u>	<u>(187,041)</u>	<u>0</u>	<u>4,262,411</u>	<u>102,764</u>

Reference:

Exhibit A Page 1 Note (ii)	Exhibit A Page 2 Note (iv)	Exhibit A Page 1 Line 8
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Storage

Month	Jackson Prairie			Plymouth LNG						
	Usage	Reimbursements	Injections	Usage-Liq	Reimburse-Liq	Injections	L&U	Usage Vap	Reimb-Vap	Withdrawl
Jan-16	5,906	6,111	1,521,143	1,501	0	0	0	0	0	100
Feb-16	8,579	6,934	1,724,412	2,415	0	0	0	0	0	0
Mar-16	4,829	3,634	907,705	723	0	0	2	0	0	0
Apr-16	5,932	3,934	977,482	1,426	0	0	93	0	0	0
May-16	1,792	5,479	2,389,997	1,726	2,774	387,877	0	0	0	0
Jun-16	2,641	7,314	3,187,950	1,643	543	75,881	0	0	0	0
Jul-16	3,395	3,695	1,614,121	1,565	2,812	392,478	0	0	0	0
Aug-16	2,201	3,960	1,721,863	1,655	2,619	364,940	0	0	0	0
Sep-16	2,694	2,688	1,163,302	1,546	3,116	437,136	60	0	0	0
Oct-16	1,978	1,992	869,375	0	929	129,962	0	0	0	0
Nov-16	1,659	1,591	690,468	1,444	0	0	0	220	0	0
Dec-16	2,215	1,427	620,792	166	0	0	171	0	0	0
	<u>43,821</u>	<u>48,759</u>	<u>17,388,610</u>	<u>15,810</u>	<u>12,793</u>	<u>1,788,274</u>	<u>326</u>	<u>220</u>	<u>0</u>	<u>100</u>

Reference:

Exhibit B Note (ii)	Exhibit B Note (ii)	Exhibit B Note (iii)	Exhibit C Note (ii) (89) Exhibit C Note (iv)	Exhibit C Note (v)	Exh. C (50%) Exh. D (50%)	Exhibit D Note (ii)	Exhibit D Note (iv)
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Northwest Pipeline LLC

Detail of 2016 Actuals Used to Derive Fuel Factors to be Effective April 1, 2017

(Dth)

Allocation of July - December 2016 Transportation Reimbursements

July - September 2016 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the April 1, 2016 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	5,215,879	117.29%
Projected lost and unaccounted-for gas	<u>(769,065)</u>	<u>-17.29%</u>
Total projections (includes true-ups)	<u>4,446,814</u>	<u>100.00%</u>

Allocation of Reimbursements to:

		Lost and	
	Fuel	Unaccounted	Total
Actual Reimbursements			<u>2,310,427</u>
Allocated percentage	<u>117.29%</u>	<u>-17.29%</u>	<u>100.00%</u>
Allocated reimbursements	<u>2,709,900</u>	<u>(399,473)</u>	<u>2,310,427</u>

October - December 2016 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the October 1, 2016 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	6,162,178	127.21%
Projected lost and unaccounted-for gas	<u>(1,317,919)</u>	<u>-27.21%</u>
Total projections (includes true-ups)	<u>4,844,259</u>	<u>100.00%</u>

Allocation of Reimbursements to:

		Lost and	
	Fuel	Unaccounted	Total
Actual Reimbursements			<u>1,951,984</u>
Allocated percentage	<u>127.21%</u>	<u>-27.21%</u>	<u>100.00%</u>
Allocated reimbursements	<u>2,483,119</u>	<u>(531,135)</u>	<u>1,951,984</u>

Total July - December 2016 Allocated Transportation Reimbursements

Allocation of Reimbursements to:

		Lost and	
	Fuel	Unaccounted	Total
July - September 2016	<u>2,709,900</u>	<u>(399,473)</u>	<u>2,310,427</u>
October - December 2016	<u>2,483,119</u>	<u>(531,135)</u>	<u>1,951,984</u>
	<u>5,193,019</u>	<u>(930,608)</u>	<u>4,262,411</u>

Reference:

Exhibit A	Exhibit A
Page 1	Page 2
Note (ii)	Note (iv)

Northwest Pipeline LLC

Detail of 2016 Actuals Used to Derive Fuel Factors to be Effective April 1, 2017

(Dth)

Allocation of January - December 2016 Liquefaction Reimbursements

January - December 2016 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the April 1, 2016 Factor calculation:

Allocation of Projections and True-ups:

Projected fuel usage	4,205	100.48%
Projected lost and unaccounted-for gas	<u>(20)</u>	<u>-0.48%</u>
Total projections (includes true-ups)	<u><u>4,185</u></u>	<u><u>100.00%</u></u>

Allocation of Reimbursements to:

	<u>Fuel</u>	<u>Lost and Unaccounted</u>	<u>Total</u>
Actual Reimbursements			12,793
Allocated percentage	<u>100.48%</u>	<u>-0.48%</u>	<u>100.00%</u>
Allocated reimbursements	<u><u>12,854</u></u>	<u><u>(61)</u></u>	<u><u>12,793</u></u>

Reference:

Exhibit C	Exhibit C
Page 1	Page 1
Note (ii)	Note (iv)

Northwest Pipeline LLC

Detail of 2016 Actuals Used to Derive Fuel Factors to be Effective April 1, 2017

(Dth)

Monthly Detail of Historical Transportation Actuals Used to Derive Forecast

Transportation				
<u>Month</u>	<u>Fuel Usage</u>	<u>Delivered Transportation</u>	<u>Lost and Unaccounted</u>	<u>Delivered Evergreen Markets</u>
Jan-16			(37,846)	
Feb-16			(231,442)	
Mar-16			(122,433)	
Apr-16	818,200	56,181,564	43,323	2,121,213
May-16	866,856	57,246,315	(31,257)	3,013,797
Jun-16	905,487	54,542,164	(15,553)	3,959,275
Jul-16	827,354	58,889,999	(201,915)	2,681,766
Aug-16	974,119	54,223,449	(61,843)	3,843,815
Sep-16	860,909	48,777,230	68,927	3,760,957
Oct-16			(72,926)	
Nov-16			(16,314)	
Dec-16			97,030	
	<u>5,252,925</u>	<u>329,860,721</u>	<u>(582,249)</u>	<u>19,380,823</u>
Jan-15			205,878	
Feb-15			76,120	
Mar-15			(56,766)	
Apr-15	1,005,368	60,385,673	140,331	2,386,279
May-15	833,744	60,009,691	100,344	2,843,023
Jun-15	816,320	62,646,545	97,132	3,564,769
Jul-15	916,507	63,738,814	145,849	3,757,329
Aug-15	1,099,443	60,130,769	8,435	2,044,967
Sep-15	853,187	54,000,788	222,237	2,108,559
Oct-15			(736,014)	
Nov-15			(127,201)	
Dec-15			(62,190)	
	<u>5,524,569</u>	<u>360,912,280</u>	<u>14,155</u>	<u>16,704,926</u>
Jan-14			22,876	
Feb-14			53,136	
Mar-14			48,946	
Apr-14	569,250	45,526,680	211,945	1,812,623
May-14	567,863	50,315,691	(69,926)	1,684,115
Jun-14	410,326	45,538,419	159,354	1,239,204
Jul-14	551,335	50,288,521	169,354	3,282,719
Aug-14	556,024	55,153,920	97,257	4,559,620
Sep-14	671,990	51,208,855	41,291	4,630,748
Oct-14			141,933	
Nov-14			164,513	
Dec-14			43,086	
	<u>3,326,788</u>	<u>298,032,086</u>	<u>1,083,765</u>	<u>17,209,029</u>
Reference:	Exhibit A	Exhibit A		Exhibit A
	Page 1	Page 2		Page 2
	Note (i)	Note (v)		Note (vi)