



**NORTHWEST PIPELINE LLC**  
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February 26, 2016

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

**Re: Northwest Pipeline LLC**  
Docket No. RP16-\_\_\_

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:

Sixteenth Revised Sheet No. 14

By this filing, Northwest proposes the following fuel reimbursement factors (“Factor(s)”): (1) a decrease from 1.41% to 1.36% in the Factor for Northwest's transportation services under Rate Schedules TF-1<sup>1</sup>, TF-2, TI-1 and DEX-1; (2) a decrease from 0.40% to 0.23% in the Factor for Northwest’s underground storage services under Rate Schedules SGS-2F and SGS-2I; (3) a decrease from 1.05% to 0.71% 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) a decrease from 0.85% to 0.34% 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 2016 to the estimated LS-3F and LD-4I liquefaction charges.

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<sup>1</sup> 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.

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***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 a decrease from 1.41% to 1.36% for the Factor to be used during the upcoming April through September 2016 period for transportation services under Rate Schedules TF-1, TF-2, TI-1 and DEX-1. The proposed 1.36% 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 0.40% to 0.23% for the Factor to be used during the upcoming April 2016 through March 2017 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 1.05% to 0.71% for the liquefaction Factor to be used during the upcoming April 2016 through March 2017 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 a decrease from 0.85% to 0.34% for the vaporization Factor to be used during the upcoming April 2016 through March 2017 period for storage service at the Plymouth LNG facility under Rate Schedules LS-1, LS-2F, LS-3F LS-2I and LD-4I.

Northwest did not utilize the historical three-year average for projecting the liquefaction Factor because Northwest’s Shippers utilizing storage services at the Plymouth LNG facility typically nominate the quantity required to completely fill the tanks prior to the winter heating season. Therefore, Northwest has projected the quantity of gas required to fill the tanks, and the associated fuel usage, based on manufacturer’s specifications of the new equipment recently

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installed at the Plymouth storage facility. Shippers have not been able to completely fill the tanks since March 2013 due to an extended outage at the facility that started in March 2014.

### **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.<sup>2</sup> 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 2016.

### ***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, 2016, 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.

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<sup>2</sup> Northwest Pipeline LLC, Docket No. RP15-42, Letter Order dated October 24, 2014.

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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	<del>1.36%</del> <del>1.41%</del>
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	<del>0.23%</del> <del>0.40%</del>
Rate Schedules LS-1, LS-2F, LS-3F and LS-2I	
Liquefaction	<del>0.71%</del> <del>1.05%</del>
Vaporization	<del>0.34%</del> <del>0.85%</del>
Rate Schedule LD-4I	
Liquefaction	<del>0.71%</del> <del>1.05%</del>

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  
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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	1.36%
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	0.23%
Rate Schedules LS-1, LS-2F, LS-3F and LS-2I Liquefaction	0.71%
Vaporization	0.34%
Rate Schedule LD-4I Liquefaction	0.71%

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.

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Footnote

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Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2016

(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)	Projected fuel usage	4,273,352	(i)
2	14.12(h)	Projected Evergreen Expansion incremental surcharge reimbursement	(96,399)	(vi)
3	14.12(g)	Fuel usage true-up adjustment	1,038,926	(ii)
4		Total projected fuel usage	5,215,879	
5	14.12(b)	Projected lost and unaccounted-for gas (gain) / loss	288,094	(iii)
6	14.12(g)	Cumulative (over)-recovery of L&U as of Dec. 31, 2015	(1,057,158)	(iv)
7		Total projected lost and unaccounted-for gas (gain) / loss	(769,065)	
8	14.12(c)	Quantities to be credited by Northwest		
9	14.12(e)	Total projected fuel and lost and unaccounted-for gas	4,446,814	
10	14.12(d)	Projected transportation receipts	326,011,622	(v)
11	14.12(e)	Factor (line 9 divided by line 10)	1.36%	

Notes to Page 1 of Exhibit A

	Dth
(i) Fuel usage projected as follows:	
Actual April - September 2015 fuel usage	5,524,569
Actual April - September 2014 fuel usage	3,326,788
Actual April - September 2013 fuel usage	3,968,698
Average April - September fuel usage during last three seasons	4,273,352
(ii) Fuel usage true-up adjustment calculated as follows:	
Cumulative (over)-recovery of fuel as of Jun. 30, 2015 per true-up adj. in Oct. 1, 2015 filing	(396,419)
Actual July - December 2015 fuel usage	5,204,959
Fuel Adjustment	0
Total before fuel reimbursements	4,808,540
Actual July - December 2015 fuel reimbursements	
General system reimbursements	3,678,283
Evergreen Expansion incremental surcharge reimbursements	91,331
Total Fuel Reimbursements	3,769,614
Cumulative under-recovery of fuel as of Dec. 31, 2015	1,038,926

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2016

Exhibit A (continued)

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

Notes to Page 1 of Exhibit A (continued)

	<u>Dth</u>	
(iii) Lost and unaccounted-for gas projected as follows:		
Twelve months ended December 2015 actual lost and unaccounted-for gas (gain) / loss	14,155	
Twelve months ended December 2014 actual lost and unaccounted-for gas (gain) / loss	1,083,765	
Twelve months ended December 2013 actual lost and unaccounted-for gas (gain) / loss	<u>630,641</u>	
Average twelve months lost and unaccounted-for gas during last three years	<u>576,187</u>	
Six month lost and unaccounted-for gas (twelve month average divided by 2)	288,094	
Out of period adjustments or other forecast adjustments	-	(1)
Six month lost and unaccounted-for gas and out of period adjustments	<u>288,094</u>	
(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:		
Cumulative under-recovery of L&U as of Jun. 30, 2015 per true-up adj. in Oct. 1, 2015 filing	241,912	
Actual July - December 2015 lost and unaccounted-for (over) / under recovery	<u>(548,884)</u>	
Total (over) / under recovery	(306,972)	
Less: reimbursements collected between July - Dec 2015 for lost and unaccounted-for gas	<u>750,186</u>	
Cumulative (over)-recovery of L&U as of Dec. 31, 2015 per true-up adj. in Apr. 1, 2016 filing	<u>(1,057,158)</u>	
(v) Transportation receipt quantities projected as follows:		
Actual April - September 2015 delivered transportation	360,912,280	
Actual April - September 2014 delivered transportation	298,032,086	
Actual April - September 2013 delivered transportation	<u>305,460,861</u>	
Average April - September delivered transportation during last three seasons	<u>321,468,409</u>	
Projected April - September 2016 delivered transportation	321,468,409	
Projected April - September 2016 fuel and lost and unaccounted-for gas receipts	4,446,814	
Projected Evergreen Expansion incremental surcharge reimbursement	<u>96,399</u>	
Total projected transportation receipt quantities	<u>326,011,622</u>	
(vi) Evergreen Expansion incremental surcharge reimbursement projected as follows:		
Actual April - September 2015 delivered transportation	16,704,926	
Actual April - September 2014 delivered transportation	17,209,029	
Actual April - September 2013 delivered transportation	<u>22,849,805</u>	
Average April - September delivered transportation during last three seasons	<u>18,921,253</u>	
Projected April - September 2016 delivered transportation	18,921,253	
Projected April - September 2016 fuel and lost and unaccounted-for gas receipts using a factor of 1.36% plus 0.50% incremental surcharge	<u>358,605.37</u>	
Projected April - September 2016 receipts for Evergreen Expansion shippers	19,279,859	
Evergreen Expansion incremental surcharge	0.50%	
Projected Evergreen Expansion incremental surcharge reimbursement	<u>96,399</u>	

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



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Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2016

Exhibit B

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

Line No.	Section No.	Description	Dth	Note No.
1	14.12(a)	Projected fuel usage	38,017	(i)
2	14.12(g)	Cumulative (over)-recovery of fuel as of Dec. 31, 2015	(16,292)	(ii)
3		Total projected fuel usage	21,725	
4	14.12(b)	Projected lost and unaccounted-for gas (gain) / loss	0	
5	14.12(g)	Lost and unaccounted-for gas true-up adjustment (gain) / loss	0	
6		Total projected lost and unaccounted-for gas (gain) / loss	0	
7	14.12(f)	Total projected fuel and lost and unaccounted-for gas	21,725	
8	14.12(d)	Projected Jackson Prairie nominated injections	9,390,770	(iii)
9	14.12(f)	Factor (line 7 divided by line 8)	0.23%	

Notes to Exhibit B

(i) Fuel usage projected as follows:

	Dth
Actual 2015 Jackson Prairie fuel usage	27,324
Actual 2014 Jackson Prairie fuel usage	50,345
Actual 2013 Jackson Prairie fuel usage	36,383
Average fuel usage during last three years	38,017

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

Cumulative (over)-recovery of fuel as of Dec. 31, 2014 per true-up adj. in Apr. 1, 2015 filing	(5,594)
Actual January - December 2015 Jackson Prairie fuel usage	27,324
Total before Jackson Prairie fuel reimbursements (over) / under recovered	21,730
Less: reimbursements collected January - December 2015	38,022
Cumulative (over)-recovery of fuel as of Dec. 31, 2015 per true-up adj. at Apr. 1, 2016 filing	(16,292)

(iii) Jackson Prairie nominated injections projected as follows:

Actual 2015 Jackson Prairie nominated injections	9,026,757
Actual 2014 Jackson Prairie nominated injections	10,930,197
Actual 2013 Jackson Prairie nominated injections	8,150,179
Average nominated injections during last three years	9,369,044
Projected 2016 nominated injections, net of fuel reimbursement	9,369,044
Projected 2016 fuel and lost and unaccounted-for gas (over) / under recovered	21,725
Total projected Jackson Prairie nominated injections	9,390,770

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2016

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)	Projected fuel usage	6,703	(i)
2	14.12(g)	Fuel usage true-up adjustment	3,316	(ii)
3		Total projected fuel usage	10,019	
4	14.12(b)	Projected lost and unaccounted-for gas (gain) / loss	35	(iii)
5	14.12(g)	Cumulative (over)-recovery of L&U as of Dec. 31, 2015	(55)	(iv)
6		Total projected lost and unaccounted-for gas (over) / under recovered	(20)	
7	14.12(f)	Total projected fuel and lost and unaccounted-for gas	9,999	
8	14.12(d)	Projected Plymouth LNG nominated injections	1,408,252	(v)
9	14.12(f)	Factor (line 7 divided by line 8)	0.71%	

Notes to Exhibit C

(i) Fuel usage projected as follows:

	Dth
Actual 2015 Plymouth LNG fuel usage	4,272
Actual 2014 Plymouth LNG fuel usage	450
Actual 2013 Plymouth LNG fuel usage	5,735
Average fuel usage during last three years	3,486
Fuel Usage Projected	6,703

Northwest is not utilizing the 3-year average to project fuel usage; rather Northwest is projecting fuel usage based on the quantity of gas that is necessary to fill the storage tanks.

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

Cumulative (over)-recovery of fuel as of Dec. 31, 2014 per true-up adj. in April 1, 2015 filing	(955)
Actual January - December 2015 Plymouth LNG fuel usage	4,272
Total before Plymouth LNG fuel reimbursements (gain) / loss	3,317
Less: Actual January - December 2015 Plymouth LNG fuel reimbursements	1
Cumulative under-recovery of fuel as of Dec. 31, 2015 per true-up adj. in April 1, 2016 filing	3,316

(iii) Lost and unaccounted-for gas projected as follows:

Twelve months ended Dec. 2015 actual lost and unaccounted-for gas (gain) / loss	31
Twelve months ended Dec. 2014 actual lost and unaccounted-for gas (gain) / loss	-
Twelve months ended Dec. 2013 actual lost and unaccounted-for gas (gain) / loss	75
Average twelve months lost and unaccounted-for gas during last three years (gain) / loss	35

(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:

Cumulative (over)-recovery of L&U as of Dec. 31, 2014 per true-up adj. in Apr. 1, 2015 filing	(117)
Actual January - December 2015 lost and unaccounted-for (over) / under recovery	62
Total before lost and unaccounted-for reimbursements	(55)
Less: reimbursements collected between July - Dec. 2015 lost and unaccounted-for gas	-
Cumulative (over)-recovery of L&U as of Dec. 31, 2015 per true-up adj. in Apr. 1, 2016 filing	(55)

(v) Plymouth LNG nominated injections projected as follows:

Actual 2015 Plymouth LNG nominated injections (including boil-off)	29
Actual 2014 Plymouth LNG nominated injections (including boil-off)	419,276
Actual 2013 Plymouth LNG nominated injections (including boil-off)	333,520
Average nominated injections during last three years	250,942
Projected 2015 nominated injections, net of fuel reimbursement	1,398,253
Projected 2015 fuel and lost and unaccounted-for gas (over) / under recovered	9,999
Total projected Plymouth LNG liquefaction nominations	1,408,252

(1) Northwest is not utilizing the 3-year average to project 2016 injection nominations because 2014 nominations were unusually high due to colder weather and shippers were unable to replenish their storage balances in 2015 due to the unavailability of the facilities at Plymouth. Therefore, Northwest is projecting that shippers will inject the amount of gas that is necessary to fill the storage facility.

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2016

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)	Projected fuel usage	5,620	
2	14.12(g)	Cumulative (over)-recovery of fuel as of Dec. 31, 2015	(3,912)	
3		Total projected fuel usage	1,708	
4	14.12(b)	Projected lost and unaccounted-for gas (over) / under recovered	10	
5	14.12(g)	Lost and unaccounted-for gas true-up adjustment (over) / under recovered	0	
6		Total projected lost and unaccounted-for gas (over) / under recovered	10	
7	14.12(f)	Total projected fuel and lost and unaccounted-for gas (gain) / loss	1,718	
8	14.12(d)	Projected Plymouth LNG nominated vaporizations	503,481	
9	14.12(f)	Factor (line 7 divided by line 8)	0.34%	

Notes to Exhibit D

(i) Fuel usage projected as follows:

	Dth
Actual 2015 Plymouth LNG fuel usage	-
Actual 2014 Plymouth LNG fuel usage	16,859
Actual 2013 Plymouth LNG fuel usage	-
Average vaporization fuel for last 3 years	5,620

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

Cumulative (over)-recovery of fuel as of Dec. 31, 2014 per true-up adj. in April 1, 2015 filing	(3,912)
Actual January - December 2015 Plymouth LNG fuel usage (over) / under recovery	-
Total before Plymouth LNG fuel reimbursements (over) / under recovery	(3,912)
Less: reimbursements collected between January - December 2015 Plymouth LNG fuel	-
Cumulative (over)-recovery of fuel as of Dec. 31, 2015 per true-up adj. in April 1, 2016 filing	(3,912)

(iii) Lost and unaccounted-for gas projected as follows:

Twelve months ended Dec. 2015 actual lost and unaccounted-for gas (gain) / loss	31
Twelve months ended Dec. 2014 actual lost and unaccounted-for gas (gain) / loss	-
Twelve months ended Dec. 2013 actual lost and unaccounted-for gas (gain) / loss	-
Average twelve months lost and unaccounted-for gas during last three years	10

(iv) Plymouth LNG nominated vaporization projected as follows:

Actual 2015 Plymouth LNG nominated vaporization	2,498
Actual 2014 Plymouth LNG nominated vaporization	1,502,792
Actual 2013 Plymouth LNG nominated vaporization	-
Nominated vaporizations during 2015	501,763
Projected 2016 nominated vaporization, net of fuel reimbursement	501,763
Projected 2016 fuel and lost and unaccounted-for gas	1,718
Total projected Plymouth LNG vaporization nominations	503,481

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Northwest Pipeline LLC

Detail of 2015 Actuals Used to Derive Fuel Factors to be Effective April 1, 2016

(Dth)

Month	Transportation					
	Fuel Usage	Delivered Transportation	Lost and Unaccounted	Increase in Volumes	Reimbursements System-Wide	Reimbursements Surcharge
Jul-15	916,507	63,738,814	145,849	0	703,015	18,122
Aug-15	1,099,443	60,130,769	8,435	0	715,452	19,125
Sep-15	853,187	54,000,788	222,237	0	674,493	10,400
	<u>2,869,137</u>	<u>177,870,371</u>	<u>376,521</u>	<u>0</u>	<u>2,092,960</u>	<u>47,647</u>
Oct-15	700,751	53,035,794	(736,014) (1)	0	605,957	10,721
Nov-15	576,930	68,007,220	(127,201)	0	758,431	12,638
Dec-15	1,058,141	78,130,514	(62,190)	0	971,121	20,325
	<u>2,335,822</u>	<u>199,173,528</u>	<u>(925,405)</u>	<u>0</u>	<u>2,335,509</u>	<u>43,684</u>
Total	<u>5,204,959</u>	<u>377,043,899</u>	<u>(548,884)</u>	<u>0</u>	<u>4,428,469</u>	<u>91,331</u>

(1) This amount includes a measurement adjustment (gain) of 739,924 dths that was recorded in October and covers the production months of March 2015 through August 2015. All months covered are within this fuel filing period.

Reference:

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

Storage

Month	Jackson Prairie			Plymouth LNG						
	Usage	Reimbursements	Injections	Usage-Liq	Reimburse-Liq	Injections	L&U	Usage Vap	Reimb-Vap	Withdrawal
Jan-15	4,512	2,562	540,842	40	0	0	0	0	0	7
Feb-15	2,731	1,831	388,099	65	0	0	32	0	0	0
Mar-15	1,791	1,085	229,519	721	1	29	0	0	0	2,491
Apr-15	2,485	6,529	1,383,062	1,017	0	0	0	0	0	0
May-15	1,236	3,547	887,022	1,581	0	0	0	0	0	0
Jun-15	1,346	4,326	1,073,744	0	0	0	0	0	0	0
Jul-15	1,819	2,447	612,930	0	0	0	0	0	0	0
Aug-15	2,463	2,056	515,633	0	0	0	0	0	0	0
Sep-15	2,820	5,517	1,371,611	411	0	0	17	0	0	0
Oct-15	1,775	3,486	870,164	314	0	0	0	0	0	0
Nov-15	1,335	1,173	292,156	0	0	0	0	0	0	0
Dec-15	3,011	3,463	861,975	123	0	0	13	0	0	0
	<u>27,324</u>	<u>38,022</u>	<u>9,026,757</u>	<u>4,272</u>	<u>1</u>	<u>29</u>	<u>62</u>	<u>0</u>	<u>0</u>	<u>2,498</u>

Reference:

Exhibit B	Exhibit B	Exhibit B	Exhibit C	Exh. C (50%)	Exhibit D	Exhibit D
Note (ii)	Note (ii)	Note (iii)	Note (v)	Exh. D (50%)	Note (ii)	Note (iv)

Docket No. RP16-\_\_\_

Northwest Pipeline LLC

Detail of 2015 Actuals Used to Derive Fuel Factors to be Effective April 1, 2016

(Dth)

Allocation of July - December 2015 Transportation Reimbursements

July - September 2015 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the April 1, 2015 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	2,570,329	77.38%
Projected lost and unaccounted-for gas	<u>751,316</u>	<u>22.62%</u>
Total projections (includes true-ups)	<u><u>3,321,645</u></u>	<u><u>100.00%</u></u>

<u>Allocation of Reimbursements to:</u>		
	Lost and	
	Fuel	Unaccounted
		Total
Actual Reimbursements	<u>          </u>	<u>          </u>
Allocated percentage	<u>77.38%</u>	<u>22.62%</u>
Allocated reimbursements	<u><u>1,619,532</u></u>	<u><u>473,428</u></u>
		<u><u>2,092,960</u></u>

October - December 2015 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the October 1, 2015 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	4,991,283	88.15%
Projected lost and unaccounted-for gas	<u>670,934</u>	<u>11.85%</u>
Total projections (includes true-ups)	<u><u>5,662,217</u></u>	<u><u>100.00%</u></u>

<u>Allocation of Reimbursements to:</u>		
	Lost and	
	Fuel	Unaccounted
		Total
Actual Reimbursements	<u>          </u>	<u>          </u>
Allocated percentage	<u>88.15%</u>	<u>11.85%</u>
Allocated reimbursements	<u><u>2,058,751</u></u>	<u><u>276,758</u></u>
		<u><u>2,335,509</u></u>

Total July - December 2015 Allocated Transportation Reimbursements

<u>Allocation of Reimbursements to:</u>			
		Lost and	
		Fuel	Unaccounted
			Total
July - September 2015	<u>1,619,532</u>	<u>473,428</u>	<u>2,092,960</u>
October - December 2015	<u>2,058,751</u>	<u>276,758</u>	<u>2,335,509</u>
	<u><u>3,678,283</u></u>	<u><u>750,186</u></u>	<u><u>4,428,469</u></u>

Reference:

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

Docket No. RP16-\_\_\_\_

Northwest Pipeline LLC

Detail of 2015 Actuals Used to Derive Fuel Factors to be Effective April 1, 2016

(Dth)

Allocation of January - December 2015 Liquefaction Reimbursements

January - December 2015 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the April 1, 2015 Factor calculation:

Allocation of Projections and True-ups:

Projected fuel usage	4,205	99.27%
Projected lost and unaccounted-for gas	<u>31</u>	<u>0.73%</u>
Total projections (includes true-ups)	<u><u>4,236</u></u>	<u><u>100.00%</u></u>

Allocation of Reimbursements to:

	Fuel	Lost and Unaccounted	Total
Actual Reimbursements			<u>1</u>
Allocated percentage	<u>99.27%</u>	<u>0.73%</u>	<u>100.00%</u>
Allocated reimbursements	<u><u>1</u></u>	<u><u>0</u></u>	<u><u>1</u></u>

Reference:

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

Docket No. RP16-\_\_\_\_

Northwest Pipeline LLC

Detail of 2015 Actuals Used to Derive Fuel Factors to be Effective April 1, 2016

(Dth)

Monthly Detail of Historical Transportation Actuals Used to Derive Forecast

<u>Transportation</u>				
<u>Month</u>	<u>Fuel Usage</u>	<u>Delivered Transportation</u>	<u>Lost and Unaccounted</u>	<u>Delivered Evergreen Markets</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>
Jan-13			119,588	
Feb-13			73,180	
Mar-13			(27,881)	
Apr-13	1,030,336	45,643,726	46,197	2,711,215
May-13	417,061	44,914,879	234,452	3,062,101
Jun-13	436,043	46,330,240	(37,564)	3,031,962
Jul-13	366,700	53,516,993	65,164	3,880,917
Aug-13	750,669	57,757,978	(64,693)	5,169,188
Sep-13	967,889	57,297,045	28,469	4,994,422
Oct-13			104,195	
Nov-13			35,180	
Dec-13			54,354	
	<u>3,968,698</u>	<u>305,460,861</u>	<u>630,641</u>	<u>22,849,805</u>

Reference:

Exhibit A	Exhibit A	Exhibit A
Page 1	Page 2	Page 2
Note (i)	Note (v)	Note (vi)



**NORTHWEST PIPELINE LLC**  
P.O. Box 58900  
Salt Lake City, UT 84158-0900  
Phone: (801) 584-7200  
FAX: (801) 584-7764

February 26, 2016

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

**Re: Northwest Pipeline LLC**  
Docket No. RP16-

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, Fifth Revised Volume No. 1 (“Tariff”):

Ninth Revised Sheet No. 5-B

***Statement of Nature, Reasons and Basis for the Filing***

Northwest is submitting this filing to update the annual incremental South Seattle Delivery Lateral Expansion Project facility charge in compliance with the Commission’s order in Docket No. CP12-471.<sup>1</sup>

***Filings Pending Before the Commission***

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

***Effective Date and Waiver Request***

Northwest hereby moves that the proposed Tariff sheet be made effective April 1, 2016, or at the end of any suspension period which may be imposed by the Commission. Northwest requests that the Commission grant any waivers it may deem necessary for the acceptance of this filing.

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<sup>1</sup> *Northwest Pipeline GP*, 143 FERC ¶ 62,106 (2013); *reh’g denied*, 145 FERC ¶ 61,013 (2013). Northwest was directed to file a tariff record setting forth the facility charge to be updated when the charge is annually revised pursuant to the associated facilities agreement.



Ms. Kimberly D. Bose  
February 26, 2016  
Page 2 of 2

***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,
- Marked tariff sheet,
- Transmittal letter, and
- Supporting Work Papers

***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.

All communications regarding this filing should be served by e-mail to:

Laren Gertsch  
Director, Rates and Tariffs  
(801) 584-7200  
Northwest Pipeline LLC  
P.O. Box 58900  
Salt Lake City, Utah 84158-0900  
laren.gertsch@williams.com

Bruce D. Reemsnyder  
Senior Counsel  
(801) 584-6742  
Northwest Pipeline LLC  
P.O. Box 58900  
Salt Lake City, Utah 84158-0900  
bruce.reemsnyder@williams.com

The undersigned certifies that the contents of this filing are true and correct to the best of his knowledge and belief; that the paper and electronic versions of the submitted tariff sheets contain the same information; and that he possesses full power and authority to sign this filing.

Respectfully submitted,

**NORTHWEST PIPELINE LLC**

***Laren Gertsch***  
\_\_\_\_\_  
Director, Rates and Tariffs

Enclosures

STATEMENT OF RATES (Continued)

Effective Rates Applicable to  
 Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 (Continued)

Footnotes (Continued)

- (3) To the extent Transporter discounts the Maximum Base Tariff Rate, such discounts will be applied on a non-discriminatory basis, subject to the policies of Order No. 497.

Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.

An incremental facilities charge or other payment method provided for in Section 21 or 29 of the General Terms and Conditions, is payable in addition to all other rates and charges if such a charge is included in Exhibit C to a Shipper's Transportation Service Agreement.

In addition to the rates set forth on Sheet No. 5, Puget Sound Energy, Inc.'s Transportation Service Agreement No. 140053 is subject to an annual incremental facility charge pursuant to Section 21 of the General Terms and Conditions for the South Seattle Delivery Lateral Expansion Project. The effective annual incremental facility charge is ~~\$3,960,0493,625,910~~ and is billed in equal monthly one-twelfth increments. The daily incremental facility charge is \$0.~~1693315546~~ per Dth.

In addition to the reservation rates shown on Sheet No. 5, Shippers who contract for Columbia Gorge Expansion Project capacity are subject to a facility reservation surcharge pursuant to Section 3.4 of Rate Schedule TF-1. The facility charge used in deriving the Columbia Gorge Expansion Project facility reservation surcharge has a minimum rate of \$0 and a maximum rate during the indicated months or calendar years as follows:

(Dollars per Dth)

Year	Rate	Year	Rate	Year	Rate
2013	\$0.09549	2017	\$0.07471	2021	\$0.05409
2014	\$0.09255	2018	\$0.06876	2022	\$0.05273
2015	\$0.08661	2019	\$0.06282	2023	\$0.05137
2016	\$0.08044	2020	\$0.05671	2024	\$0.05023

January 1, 2025 - March 31, 2025 \$0.02442

STATEMENT OF RATES (Continued)

Effective Rates Applicable to  
 Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 (Continued)

Footnotes (Continued)

- (3) To the extent Transporter discounts the Maximum Base Tariff Rate, such discounts will be applied on a non-discriminatory basis, subject to the policies of Order No. 497.

Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.

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In addition to the reservation rates shown on Sheet No. 5, Shippers who contract for Columbia Gorge Expansion Project capacity are subject to a facility reservation surcharge pursuant to Section 3.4 of Rate Schedule TF-1. The facility charge used in deriving the Columbia Gorge Expansion Project facility reservation surcharge has a minimum rate of \$0 and a maximum rate during the indicated months or calendar years as follows:

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2016	\$0.08044	2020	\$0.05671	2024	\$0.05023

January 1, 2025 - March 31, 2025 \$0.02442

**NORTHWEST PIPELINE LLC**  
**South Seattle Lateral Facilities**  
**2016 Cost of Service Forecast**  
**Summary**

<b>Operation and Maintenance Expense</b>	<b>\$78,174</b>
<b>Depreciation Expense</b>	<b>\$1,422,298</b>
<b>Taxes Other Than Income Taxes</b>	<b>\$224,716</b>
<b>State Income Tax</b>	<b>\$75,968</b>
<b>Federal Income Taxes</b>	<b>\$505,190</b>
<b>Return</b>	<b><u>\$1,319,564</u></b>
<b>Total Cost of Service</b>	<b><u><u>\$3,625,910</u></u></b>

**Capacity Release Rate Development:**

<b>Cost of Service</b>	<b>\$3,625,910</b>
<b>Annual Billing Determinants (Dth)</b>	<b>23,323,500</b>
<b>Capacity Release Rate (Dth/d)</b>	<b>\$0.15546</b>

**(See Workpaper Assumptions)**

**NORTHWEST PIPELINE LLC**  
**South Seattle Lateral Facilities**  
**2016 Cost of Service Forecast**  
**Operation and Maintenance Expenses**

<b>Operation and Maintenance Expenses</b>	<b>\$16,593</b>
<b>Administrative and General Expenses</b>	<b><u>\$61,581</u></b>
<b>Total Operation and Maintenance Expense</b>	<b><u><u>\$78,174</u></u></b>

**(See Workpaper Assumptions)**

**NORTHWEST PIPELINE LLC**

**South Seattle Lateral Facilities**

**2016 Cost of Service Forecast**

**Depreciation Expense and Taxes Other Than Income Taxes**

<b>Depreciation Expense</b>	<b>\$1,422,298</b>
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**Taxes Other Than Income Taxes:**

<b>Ad Valorem Tax</b>	<b>\$223,313</b>
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<b>Payroll Taxes</b>	<b>\$1,092</b>
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<b>Franchise and Sundry Taxes</b>	<b>\$311</b>
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<b>Total Taxes Other Than Income Taxes</b>	<b><u><u>\$224,716</u></u></b>
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**(See Workpaper Assumptions)**

**NORTHWEST PIPELINE LLC**  
**South Seattle Lateral Facilities**  
**2016 Cost of Service Forecast**  
**Federal and State Income Taxes**

<b>Taxable Portion of Return</b>	<b>\$938,210</b>
<b>State Taxable Income (Grossed-up for Taxes <math>\div</math>(1-.3825))</b>	<b>\$1,519,368</b>
<b>State Income Tax Rate</b>	<b>5.00%</b>
<b>State Income Tax at 5.00%</b>	<b>\$75,968</b>
<b>Federal Taxable Income</b>	<b>\$1,443,400</b>
<b>Federal Income Tax Rate</b>	<b>35.00%</b>
<b>Federal Income Tax</b>	<b>\$505,190</b>

(See Workpaper Assumptions)

**NORTHWEST PIPELINE LLC**  
**South Seattle Lateral Facilities**  
**2016 Cost of Service Forecast**  
**Rate Base and Return**

**Average Rate Base:**

<b>Gas Plant in Service</b>	<b>\$20,423,565</b>
<b>Accumulated Depreciation</b>	<b><u>(\$3,696,004)</u></b>
<b>Net Plant</b>	<b>\$16,727,561</b>
<b>Accumulated Deferred Income Taxes</b>	<b>(\$3,535,050)</b>
<b>Working Capital</b>	<b><u>\$3,130</u></b>
<b>Total Average Rate Base</b>	<b>\$13,195,641</b>
<b>Weighted Overall Cost of Capital per Facilities Agreement</b>	<b><u>10.00%</u></b>
<b>Return</b>	<b><u><u>\$1,319,564</u></u></b>

**(See Workpaper Assumptions)**



**NORTHWEST PIPELINE LLC  
South Seattle Lateral Facilities  
2016 Cost of Service Forecast  
Supporting Work Paper Assumptions**

**General Overview**

Per the Commission's Order Issuing Certificate and Approving Abandonment in Docket No. CP12-471,<sup>1</sup> Northwest is required to file a tariff record setting forth the facilities charge to be updated when the facility charge is revised annually pursuant to the facilities agreement. Additionally, Northwest is required to use the facility charge as the rate for capacity releases inside the corridor established by the primary receipt and delivery points.

Per the facilities agreement, an **estimated** South Seattle Lateral Facilities cost of service is projected annually and includes all costs associated with the South Seattle Lateral Facilities including operating and maintenance expenses, administrative and general expenses, depreciation, net negative salvage, income taxes, other taxes and return.

**Operation and Maintenance (O&M) Expense**

Directly assigned South Seattle Lateral Facilities O&M is accumulated in a separate cost center.

Indirectly assigned O&M is allocated using the method agreed to in Northwest's Stipulation and Settlement Agreement ("Settlement") filed in Docket No. RP12-490.<sup>2</sup>

Administrative and General Expenses (A&G) are allocated in accordance with the Kansas Nebraska methodology.

**Depreciation Expense**

Direct depreciation expense for the gross direct South Seattle Lateral Facilities is 6.67 percent based on a straight-line methodology over 15 years.

Net negative salvage is 0.30 percent for transmission facilities, as outlined in the Settlement.

Indirect depreciation expense includes general and intangible plant depreciation and amortization that is allocated using the method agreed to in the Settlement.

**Federal and State Income Taxes**

The federal income tax rate utilized is 35 percent. The state income tax rate utilized is 5 percent. The taxable portion of the return is based on Northwest's estimate of the project's equity capital.

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<sup>1</sup> *Northwest Pipeline GP*, 143 FERC ¶ 62,106 (2013) ("May Order"); *reh'g denied*, 145 FERC ¶ 61,013 (2013).

<sup>2</sup> *Northwest Pipeline Corp.*, 139 FERC ¶ 61,071 (2012).

**Taxes Other Than Income Taxes**

Ad Valorem taxes are based on the rate used to determine the taxes paid for King County, Washington multiplied by the total average net plant of the South Seattle Lateral Facilities and the general and intangible plant assigned to the facilities.

Payroll taxes and other taxes are allocated based on the method agreed to in the Settlement.

**Return on Rate Base**

Return on Rate Base is calculated by multiplying Rate Base by the Rate of Return.

Rate of Return – The weighted overall cost of capital (exclusive of taxes) is fixed at 10 percent per the South Seattle Lateral Facilities agreement.

Rate Base – Rate base includes both direct and indirect rate base. Direct rate base equals gross direct plant less accumulated depreciation and accumulated deferred income taxes related to the South Seattle Lateral Facilities. Indirect rate base equals applicable gross general and intangible plant less related accumulated depreciation and accumulated deferred income taxes plus working capital. Working capital includes materials and supplies and prepaid expenses.

Rate base is calculated on an annual basis using a 13-month average.

**Billing Determinants**

The South Seattle Lateral Facilities capacity is 63,900 Dth per day. This capacity is used in calculating a capacity release rate as directed in the May Order.