



Via eTariff Filing

October 15, 2026

Ms. Debbie-Anne A. Reese, Secretary
Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, D.C. 20428

Gas Transmission Northwest LLC
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Houston, TX 77002-2700

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Re: Gas Transmission Northwest LLC Petition for Approval of Stipulation and Agreement of Settlement, Docket No. RP27-____-000

Dear Ms. Reese:

Pursuant to Rule 207(a)(5) of the Federal Energy Regulatory Commission's (the "Commission") Rules of Practice and Procedure, 18 C.F.R. § 385.207(a)(5) (2026), Gas Transmission Northwest LLC ("GTN") hereby petitions the Commission for approval without condition or modification of the attached Stipulation and Agreement of Settlement and related materials ("Settlement") in advance of GTN's obligation under Article V.B. of its 2024 Settlement to file a general Section 4 rate case no later than September 30, 2026, for rates to become effective April 1, 2027.¹ To provide additional time for settlement negotiations, GTN filed an unopposed motion to extend GTN's Section 4 rate filing obligation by three months, which was approved by the Commission on July 16, 2026.²

The Settlement is the product of intensive negotiations between GTN and its customers and resolves various issues that have been discussed by the parties. The Settlement provides benefits to GTN's customers and will save the parties substantial costs, time, and resources that would have been expended through litigation as it eliminates the need for a new GTN Natural Gas Act Section 4 rate filing and related discovery, intervenor and rebuttal testimony, hearing, and subsequent procedures. Any modification or condition placed on the Settlement, or any provision of the Settlement, could jeopardize the negotiated compromise and delicate balance of interests that is reflected in the Settlement and result in litigation and consumption of the Commission's and the parties' resources.

¹ *Gas Transmission Northwest LLC*, 189 FERC ¶ 61,055 (2024).

² *Gas Transmission Northwest LLC*, 196 FERC ¶ 61,038 (2026).

The Settlement is broadly supported, or not opposed, by GTN and its shippers that have actively participated throughout the negotiation and drafting of the Settlement. GTN is not aware of any party that opposes the Settlement.

The following appendices to the Settlement are included in this submission:

- Appendix A – Settling Shippers
- Appendix B-1 – *Pro Forma* Settlement Rates
- Appendix B-2 – *Pro Forma* Revised Tariff Record
- Appendix C – Depreciation and Negative Salvage Rates

In light of the support and/or non-opposition by all active parties, GTN asks that the Commission act expeditiously to approve the Settlement as fair and reasonable and in the public interest. GTN requests that the Commission so act on or before January 15, 2027.

Because GTN's customers were given the opportunity to review and comment on the Settlement, GTN requests that the Commission require that initial comments to the Settlement be filed within seven (7) business days of this filing (*i.e.*, on or before October 26, 2026), and reply comments be filed within seven (7) business days thereafter (*i.e.*, on or before November 4, 2026). GTN circulated the proposal to shorten the comment period and participants either supported or did not oppose the proposal.

GTN respectfully requests that the Commission approve the Settlement as filed and grant any waivers or authorizations necessary to allow such approval.

Respectfully submitted,

/s/ Erin Bullard

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ATTORNEY FOR GAS TRANSMISSION NORTHWEST LLC

October 15, 2026

**UNITED STATES OF AMERICA
BEFORE THE
FEDERAL ENERGY REGULATORY COMMISSION**

Gas Transmission Northwest LLC

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Docket No. RP27-____-000

**PETITION OF GAS TRANSMISSION NORTHWEST LLC FOR APPROVAL
OF STIPULATION AND AGREEMENT OF SETTLEMENT**

Pursuant to Rule 207(a)(5) of the Federal Energy Regulatory Commission’s (“FERC” or “Commission”) Rules of Practice and Procedure, 18 C.F.R. § 385.207(a)(5) (2025), Gas Transmission Northwest LLC (“GTN”) hereby petitions the Commission for approval of the Stipulation and Agreement of Settlement (“Settlement”), including associated Pro Forma tariff records, submitted herewith. In support hereof, GTN shows as follows:

**I.
BACKGROUND**

On October 21, 2024, in Docket Nos. RP23-1099-000 and RP23-1099-004, the Commission approved the Stipulation and Agreement of Settlement (“2024 Settlement”),¹ which GTN submitted for approval on August 9, 2024 and amended August 12, 2024. The 2024 Settlement, among other things, (a) resolved all issues related to the general rate case filing submitted by GTN on September 29, 2023 pursuant to Section 4 of the Natural Gas Act² (“NGA”), (b) set forth settlement rates, (c) addressed the accounting treatment of certain costs incurred by GTN related to the Washington State Cap and Invest Program (“CIP”), and (d) established a filing requirement under which GTN was to make a subsequent general rate case filing pursuant to Section 4 of the NGA “within sufficient time to accommodate any Commission-imposed suspension period” with rates to be effective no later than April 1, 2027.³

¹ *Gas Transmission Northwest LLC*, 189 FERC ¶ 61,055 (2024).

² 15 U.S.C. § 717c

³ 2024 Settlement at Article V.B.

In 2026, GTN sent notification to all shippers and interested parties, including state regulators, inviting them to participate in settlement discussions intended to achieve a non-litigated resolution in lieu of GTN filing a full NGA Section 4 rate case pursuant to the 2024 Settlement. GTN and the other Settling Parties, as defined in the Stipulation and Agreement of Settlement filed concurrently with this Petition (“Settlement”), entered into settlement negotiations from early 2026 through August 2026 to resolve their differences. To provide additional time for settlement negotiations, on June 25, 2026 in Docket No. RP23-1099-008, GTN filed an unopposed motion to extend GTN’s Section 4 rate filing obligation under the 2024 Settlement by three months, which was approved by the Commission on July 16, 2026.⁴ Through this period, GTN and the Settling Parties continued to meet, and as a result, GTN and the Settling Parties reached agreement on a settlement in principle regarding GTN’s rates, terms and conditions of service. The settlement in principle is reflected in the attached Settlement.

II. PETITION FOR APPROVAL

The attached Settlement reflects the agreement of GTN and the Settling Parties, and results from their significant efforts to resolve the issues in lieu of GTN filing an NGA Section 4 rate case. The Commission has encouraged pipelines and their customers to resolve differences over rates before making any filing with the Commission, because it enables the quick processing of a rate change “without the expense of a hearing and lengthy litigation.”⁵ The Settlement successfully resolves a wide array of issues that may have been in dispute in an NGA Section 4 rate case in a practical and carefully constructed fashion, eliminating the need for testimony, discovery, hearing, and briefing of the matters resolved. The avoidance of litigation, and the resulting better use of

⁴ *Gas Transmission Northwest LLC*, 196 FERC ¶ 61,038 (2026).

⁵ *See Dominion Transmission, Inc.*, 111 FERC ¶ 61,285 at P 30 (2005).

resources, are valuable outcomes, benefiting the participants, the Commission and the public interest. The Settlement provides for rates to be effective on April 1, 2027. Therefore, GTN submits that the Settlement is in the public interest and should be approved effective April 1, 2027 without modification or condition.

III. CONCLUSION

WHEREFORE, GTN respectfully requests that the Commission approve this Petition by approving the Settlement without condition or modification. GTN further requests that the Commission grant any other authorizations or waivers that may be necessary to approve the Settlement as proposed herein.

Dated: October 15, 2026

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Respectfully submitted,

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**UNITED STATES OF AMERICA
BEFORE THE
FEDERAL ENERGY REGULATORY COMMISSION**

Gas Transmission Northwest LLC

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Docket No. RP27-____-000

STIPULATION AND AGREEMENT OF SETTLEMENT

Upon approval by the Federal Energy Regulatory Commission (“FERC” or the “Commission”) pursuant to Rule 207(a)(5) of the Commission’s Rules of Practice and Procedure, 18 C.F.R. § 385.207(a)(5) (2025), this Stipulation and Agreement of Settlement (“Settlement”) shall serve to modify the transportation service rates set forth in Gas Transmission Northwest LLC’s (“GTN’s”) FERC Gas Tariff, Fourth Revised Volume No. 1-A (“Tariff”), and sets forth certain other agreements, all pursuant to the terms below. GTN and the Settling Parties (as defined below) stipulate and agree to the following:

**ARTICLE I.
PROCEDURAL HISTORY**

1. On October 21, 2024, in Docket Nos. RP23-1099-000 and RP23-1099-004, the Commission approved the Stipulation and Agreement of Settlement (“2024 Settlement”),⁶ which GTN submitted for approval on August 9, 2024 and amended August 12, 2024.

2. The 2024 Settlement, among other things, (a) resolved all issues related to the general rate case filing submitted by GTN on September 29, 2023 pursuant to Section 4 of the Natural Gas Act⁷ (“NGA”), (b) set forth settlement rates, (c) addressed the accounting treatment of certain costs incurred by GTN related to the Washington State Cap and Invest Program (“CIP”), and (d) established a filing requirement under which GTN must make a subsequent general rate case filing pursuant to Section 4 of the NGA “within sufficient time to accommodate any

⁶ *Gas Transmission Northwest LLC*, 189 FERC ¶ 61,055 (2024).

⁷ 15 U.S.C. § 717c

Commission-imposed suspension period” with rates to be effective no later than April 1, 2027.⁸ The Settlement set forth herein is intended to obviate the need for GTN to make that filing.

3. In 2026, GTN sent notification to all shippers and interested parties, including state regulators, inviting them to participate in settlement discussions intended to achieve a non-litigated resolution in lieu of GTN filing a full NGA Section 4 rate case pursuant to the 2024 Settlement. GTN and the Settling Parties, as defined in Article III.A. below, entered into settlement negotiations from early 2026 through August 2026 to resolve their differences regarding issues that may have been raised in a GTN NGA Section 4 rate filing. To provide additional time for settlement negotiations, on June 25, 2026 in Docket No. RP23-1099-008, GTN filed an unopposed motion to extend GTN’s Section 4 rate filing obligation under the 2024 Settlement by three months, which was approved by the Commission on July 16, 2026.⁹ Through this period, GTN and the Settling Parties continued to meet and exchanged numerous offers and counteroffers of settlement. The Settlement is the result of these negotiations. Through the Settlement, the Settling Parties have successfully resolved issues in a practical and carefully constructed fashion, eliminating the need for testimony, discovery, hearing, and briefing of the matters resolved. The avoidance of litigation, and the resultant better use of resources, are valuable outcomes, benefiting the participants, the Commission and the public interest.

⁸ 2024 Settlement at Article V.B.

⁹ *Gas Transmission Northwest LLC*, 196 FERC ¶ 61,038 (2026).

ARTICLE II.
INDIVISIBILITY OF SETTLEMENT TERMS/BLACK BOX SETTLEMENT

1. GTN and the Settling Parties have engaged in extensive settlement negotiations in an effort to resolve the issues that may have been raised in a GTN Section 4 rate filing. This Settlement provides for a reasonable and comprehensive resolution of all issues and matters raised in settlement discussions and/or that may have been raised in a GTN Section 4 rate filing. The Settlement is a carefully crafted and delicate compromise among many parties with diverse and often conflicting interests. It is an integrated package, and GTN and the Settling Parties request that it be approved in its entirety, without modification.

2. The rates established pursuant to Article VI herein (collectively, the “Settlement Rates”), including as set forth in Article IX, and depreciation rates and negative salvage percentages set forth in Article VII herein, respectively, are “black box” rates in the sense that there is no agreement on any underlying assumptions or methodologies for deriving the Settlement Rates or depreciation rates and negative salvage percentages.

ARTICLE III.
SETTLING PARTIES AND CONTESTING PARTIES

A. Settling Parties

A “Settling Party” is (a) any party identified in Appendix A as a Settling Shipper; or (b) any party or shipper not identified in Appendix A that (i) expressly supports, or (ii) does not oppose the Settlement as a whole or any of its underlying provisions. References to Settling Party or Settling Parties within this Settlement do not include GTN, though GTN is a party to this Settlement.

B. Contesting Parties

1. Any entity, party or Settling Party shall become a Contesting Party on the date that it (a) files any pleading at the Commission concerning this Settlement, other than a request for

rehearing in accordance with Article IV.A.3. or Article IV.A.4, that takes any position with regard to the Settlement other than that the entity, party, or Settling Party (i) unequivocally supports the Settlement as a whole and each of its underlying provisions, (ii) does not oppose approval of the Settlement as a whole and/or (iii) urges expedited approval of the Settlement as filed; (b) provides notice as set forth in Article IV.A.4. or Article IV.A.5. that it elects to become a Contesting Party; or (c) takes any action inconsistent with the terms of the Settlement.

2. Contesting Parties shall forego any and all rights or obligations under this Settlement. GTN shall retain all rights to file base rate or any other rate or tariff changes pursuant to Section 4 of the NGA that will be applicable to all Contesting Parties, notwithstanding anything in this Settlement. Any Commission orders during the term of this Settlement related to such NGA Section 4 filings that are otherwise precluded by the Settlement shall only become effective as to Contesting Parties. Further, no rate, surcharge, or allocation of costs applicable to any Settling Party shall be modified as a result of the election of any other party to be a Contesting Party.

ARTICLE IV. SETTLEMENT EFFECTIVENESS

A. Effective Date

1. This Settlement shall become effective on April 1, 2027 (“Effective Date”). If a Commission order approving the Settlement requires modification(s) or condition(s), then the Settlement shall take effect with the modification(s) or condition(s) required by the Commission, subject to the rights of the parties enumerated in this Article. To the extent that this Settlement is approved without modification or condition, the Settling Parties and GTN are bound by the terms of the Settlement and waive any and all rights to file requests for rehearing, clarification and/or reconsideration of such an order.

2. In the event that the Commission issues an order approving this Settlement subject to a modification(s) or condition(s), then, within seven (7) calendar days of the date of such a Commission order, the Settling Parties and GTN will initiate a good-faith meet-and-confer process to: (a) determine whether the Commission-imposed modification(s) or condition(s) can be accepted by all Settling Parties and GTN, or, if not, then (b) make such mutually agreeable changes to the Settlement as are necessary so it is accepted by all Settling Parties and GTN. If within fourteen (14) calendar days of the date of such a Commission order the Settling Parties and GTN are unable to mutually agree as provided for in (a) or (b) in the preceding sentence, then the obligation to meet and confer in good faith shall cease and the Settlement will become effective on the twenty-second (22nd) calendar day after the date of such Commission order, subject to the rights of GTN and the Settling Parties as set forth in Article IV.A.3., Article IV.A.4., and Article IV.A.5.

3. If an order approving the Settlement requires a modification(s) or imposes a condition(s) that materially and adversely affects GTN, as determined by GTN in its reasonable discretion, then within twenty-one (21) calendar days of such Commission order and following the good faith efforts prescribed in Article IV.A.2. above, GTN shall provide notice to the Commission and all Settling Parties stating whether it will withdraw the Settlement and, if it does not withdraw the Settlement, whether it will seek rehearing of such Commission order. If GTN does not withdraw the Settlement, then the Settlement shall remain in effect with the modification(s) or condition(s) required by the Commission, subject to the outcome of any request for rehearing filed by GTN or any Settling Party pursuant to the terms of this Article. If GTN elects to file a request for rehearing that is consistent with the terms of the Settlement, then no Settling Party shall oppose such a request for rehearing. Within seven (7) calendar days of a Final Order denying, in whole

or in part, a request for rehearing filed by GTN pursuant to Article IV.A.3., GTN shall have the option to withdraw the Settlement by providing written notice of withdrawal of the Settlement to the Commission and all Settling Parties in this proceeding.

4. If an order approving the Settlement requires a modification(s) or imposes a condition(s) that materially and adversely affects any Settling Party but not GTN, as determined by such Settling Party in its reasonable discretion, then within twenty-one (21) calendar days of the issuance of such Commission order and following the good faith efforts prescribed in Article IV.A.2. above, such Settling Party shall provide notice to the Commission, GTN and all Settling Parties stating whether or not it elects to continue to be bound by the Settlement and, if so, whether it will seek rehearing of such Commission order. If such Settling Party elects to file a request for rehearing that is consistent with the terms of the Settlement, then no other Settling Party or GTN shall oppose such a request for rehearing. A Settling Party electing not to continue to be bound by the Settlement shall become a Contesting Party as of the date of such notice.

5. Within seven (7) calendar days of a Final Order denying a request for rehearing filed by a Settling Party, in whole or in part, such Settling Party shall have the option to provide notice to the Commission, GTN, and all Settling Parties to the proceeding that it elects not to be bound by the Settlement. Such Settling Party that elects not to be bound by the Settlement shall cease to be a Settling Party and shall be deemed to be a Contesting Party as of the date of such notice. Within seven (7) calendar days of receipt of such notice, GTN shall have the option, but not the obligation, to withdraw the Settlement by providing written notice of withdrawal of the Settlement to the Commission and all Settling Parties and Contesting Parties.

6. For purposes of this Settlement, a Final Order is an order by the Commission for which no request for rehearing or petition for review or certiorari is pending and for which the

statutory time period within which to seek rehearing, review or certiorari has expired. If GTN withdraws the Settlement, all parties' rights, obligations and commitments under the Settlement are deemed null and void, and all parties are returned to the status quo ante.

B. Effect of Withdrawal by GTN or Rejection by FERC or a Court

Any notice of withdrawal permitted by the Settlement and provided by GTN, or any rejection of the Settlement by the Commission or a court of competent jurisdiction, shall cause the Settlement, including the supersedure of the 2024 Settlement as set forth in Article XII herein, to be terminated and become null and void. In the event any of the above occurs, GTN shall be obligated to submit a Section 4 rate case to the Commission on the last business day of the month occurring no more than six (6) months from the notice of withdrawal, or rejection of the Settlement by the Commission or a court of competent jurisdiction.

**ARTICLE V.
MORATORIUM AND MANDATORY FILING REQUIREMENT**

1. The period from the Effective Date through March 31, 2032 is referred to herein as the "Moratorium."

2. Except in accordance with this Article V., the Settling Parties, GTN, and their respective successors and assigns hereby waive and relinquish their rights to file or advocate individually, with others, or in support of others, any changes or adjustments that would be inconsistent with any provision of this Settlement to be effective during the Moratorium, including, without limitation, any increase, change, or modification of the Settlement Rates, as referenced in Article VI.

3. During the Moratorium, and provided that any such activity is not inconsistent with the provisions of this Settlement, GTN and any Settling Party shall be free to: (a) petition to initiate rulemaking proceedings of general industry-wide applicability; (b) actively participate in any

rulemaking, notice of inquiry or similar proceeding of general applicability before the Commission (“Commission Rulemaking”); (c) petition for and actively participate in judicial appeals or remands of Commission Rulemaking proceedings; and (d) initiate or participate in any other Commission proceeding.

4. During the Moratorium GTN may take any action and make any filing not inconsistent with this Settlement, including the actions listed in Article V.4.(a) through (d) below. Settling Parties may not challenge GTN’s right to make such filings, but may otherwise take any position with respect to such filings:

- (a) file tariff provisions or make any filing (i) mandated by legislation or regulations or (ii) to comply with the requirements of any order resulting from any Commission rulemaking proceedings(s) or any Commission order requiring general applicability;
- (b) make any filing pursuant to Sections 4 or 7 of the NGA not inconsistent with the terms of the Settlement for the following:
 - (i) proposing to construct and operate new facilities or to provide new service(s) not covered by the Settlement;
 - (ii) proposing any incremental rate, maximum recourse rate and/or rate schedule associated with such new facilities or new service(s); or
 - (iii) proposing new or revised rate schedules or terms or conditions of service that do not change the Settlement Rates; and
- (c) provide discounts to the Settlement Rates.

5. GTN shall file a general rate case pursuant to Section 4 of the NGA such that the rates proposed therein will be effective no later than April 1, 2032. GTN and the Settling Parties agree that the refund floor for the base system in such rate case will be based on a Mileage Rate of \$0.0003016, Non-mileage Rate of \$0.0311730 and Delivery Rate of \$0.0000150. This is representative of a Base Rate of \$0.2248190/Dth for the 100% load factor of FTS-1 Kingsgate to Malin path.

6. The filing shall be made within sufficient time to accommodate any Commission-imposed suspension period.

ARTICLE VI. SETTLEMENT RATES AND TARIFF AMENDMENTS

The rates for all GTN mainline transportation services, to be effective on April 1, 2027 are set forth or in the attached Appendix B-1 (the “Settlement Rates”). An additional tariff amendment is set forth in Appendix B-2.

ARTICLE VII. DEPRECIATION AND NEGATIVE SALVAGE

GTN shall continue to apply its existing depreciation and negative salvage rates. GTN’s existing depreciation and negative salvage rates that will be continued through the Moratorium are set forth in Appendix C.

ARTICLE VIII. TARIFF FILINGS

GTN shall make an NGA Section 4 filing containing the actual Tariff records as they appear in Appendices B-1 and B-2 to implement the Settlement at least thirty (30) calendar days before April 1, 2027.

ARTICLE IX. WASHINGTON CAP-AND-INVEST PROGRAM

A. CIP Costs

1. **Costs Incurred Prior to Effective Date:** The Settling Parties agree that GTN shall be deemed to have incurred \$90,000,000 of CIP-related costs during the term of the 2024 Settlement and prior to April 1, 2027 (the “Existing CIP Regulatory Costs”). The Existing CIP Regulatory Costs will be amortized and recovered through the Settlement Rates from January 1, 2028 through March 31, 2032. After the Effective Date, no further costs shall be recorded in the regulatory asset established pursuant to Article VII.A.2. of the 2024 Settlement.

2. If the total amount of CIP-related costs incurred by GTN during the term of the 2024 Settlement and prior to April 1, 2027 is (a) greater than \$90,000,000, then GTN shall record the difference in the New CIP Regulatory Asset established pursuant to Article IX.A.4. for inclusion in a future rate case; or (b) less than \$90,000,000, then GTN shall record the difference in the New CIP Regulatory Liability established pursuant to Article IX.A.4. for inclusion in a future rate case. Any such amounts recorded in the New CIP Regulatory Asset or New CIP Regulatory Liability, as applicable, shall accumulate interest at the applicable FERC interest rate in accordance with 18 C.F.R. § 154.501(d) from the date incurred until the final disposition of such amounts, whether through recovery, crediting, refund, or settlement.

3. Solely for purposes of the Settling Parties' representations to their applicable public utility commissions regarding recovery of costs related to the CIP, beginning January 1, 2028 the Mileage Reservation component of the Base Rate for FTS-1 set forth in the Settlement Rates includes a rate of \$0.0000392 per Dth mile associated with CIP-related costs incurred by GTN prior to the Effective Date; provided that in no event shall this constitute a method or practice used or to be used in deriving rates or prejudice any otherwise available rights or arguments of any participant in a future proceeding, and the "black box" nature of this Settlement applies in full to the Mileage Reservation component of the Base Rate for FTS-1, notwithstanding anything in this Article IX.A.3. to the contrary.

4. **Amounts Recovered for CIP Costs Incurred After Effective Date:** As part of the Settlement Rates, GTN and Settling Parties agree to a CIP Charge of \$0.0000148 per Dth mile. GTN shall record the amounts recovered during the Moratorium from Shippers under the CIP Charge in a regulatory liability account, which GTN shall be authorized to establish (the "New CIP Regulatory Liability"). GTN shall also record all CIP-related costs incurred by GTN during

the Moratorium in a regulatory asset account, which GTN shall be authorized to establish (the “New CIP Regulatory Asset”). Any amounts or costs recorded in the New CIP Regulatory Liability or New CIP Regulatory Asset, as applicable, shall accumulate interest at the applicable FERC interest rate, in accordance with 18 C.F.R. § 154.501(d), from the date collected or incurred, as applicable, until the final disposition of such amounts. GTN and the Settling Parties agree that the CIP Charge may not be discounted by GTN and that the seasonal peak multiplier shall not apply to the CIP Charge. GTN and the Settling Parties agree that the CIP Charge is not a surcharge.

5. GTN shall include the balances of the costs and amounts recorded in the New CIP Regulatory Asset, New CIP Regulatory Liability, and the Revenue Share Regulatory Liability (as defined in Article IX.B.2.), in rates proposed in GTN’s next general NGA Section 4 rate case or in any general investigation of GTN’s rates under Section 5 of the NGA. Such balances shall be amortized over a period of up to five (5) years.

B. Revenue Sharing and Revenue Share Regulatory Liability

Starting with revenues recorded by GTN from April 1, 2027 through December 31, 2027, and each year thereafter beginning on January 1, 2028 through the Moratorium (each term a “Revenue Sharing Period”), GTN agrees to share with Shippers revenues received by GTN during each respective Revenue Sharing Period for short-term transportation services (defined pursuant to the Tariff as firm service that has a term of less than one year and that does not include multiple-year seasonal service) under Tariff Rate Schedule FTS-1 and interruptible services under Tariff Rate Schedule ITS-1 in excess of \$21,000,000 (the “Threshold Amount”) in accordance with the following process:

1. GTN agrees to allocate revenues above the annual Threshold Amount, 35% to GTN and 65% to Shippers (the “Revenue Share”). For additional clarity, the CIP Charge is a pass-through charge and is not included in the Threshold Amount or subject to the Revenue Share.

2. Beginning on April 1, 2027, the Shippers’ portion of the Revenue Share will be recorded in a separate regulatory liability account, which GTN shall be authorized to establish (the “Revenue Share Regulatory Liability”).

3. All amounts recorded in the Revenue Share Regulatory Liability account from April 1, 2027, through March 31, 2032, shall accumulate interest at the applicable FERC interest rate, in accordance with 18 C.F.R. § 154.501(d), from the date of collection until the final disposition of such amounts.

C. Annual Reporting

GTN and the Settling Parties agree that on or before March 31 of each year during the Moratorium, beginning in 2028, GTN will provide the Settling Parties with a report that includes: (i) the annual CIP costs incurred and amounts collected, and booked to the New CIP Regulatory Asset, New CIP Regulatory Liability, and Revenue Share Regulatory Liability accounts, as applicable, through December 31 of the prior year; and (ii) a process for Settling Parties to ask questions associated with the information provided.

D. CIP Annual Allowance

Effective April 1, 2027, GTN agrees to work towards purchasing 90% or greater of its initially forecasted annual allowances set by GTN as of March 31 each year during the term of the Moratorium and will agree to utilize the Washington State Allowance Price Containment Reserve Auction when financially prudent to do so in GTN’s reasonable discretion.

E. CIP Termination

GTN and the Settling Parties agree that if the CIP is terminated during the Moratorium pursuant to the order of any legal, regulatory, or governmental body (the “Program Termination”), the application of the CIP Charge to transportation services will terminate prospectively as of the Program Termination date and the process for booking amounts to the Revenue Share Regulatory Liability, New CIP Regulatory Asset and the New CIP Regulatory Liability accounts shall wind down while continuing to account for subsequent billing and collection activities as provided in this Article IX.E. (1) Any CIP-related costs incurred by GTN prior to and after the Program Termination date, if any, will be recorded in the New CIP Regulatory Asset account; (2) GTN shall cease revenue sharing and recording any Revenue Share amounts in the Revenue Share Regulatory Liability account effective as of the Program Termination date; and (3) Any amounts received by GTN from Shippers under the CIP Charge prior to and after the Program Termination date, if any, shall be recorded in the New CIP Regulatory Liability account. The balances of the New CIP Regulatory Asset, the New CIP Regulatory Liability, and the Revenue Share Regulatory Liability accounts contemplated in this Settlement shall be fixed upon the last of the recordings contemplated in items (1), (2), and (3) of this Article IX.E. to reflect the Program Termination and shall be addressed in a future NGA section 4 rate case.

**ARTICLE X.
GTN-XP ROLL-IN**

Upon the Effective Date, and continuing thereafter, the expansion facilities associated with the GTN XPress Project (Docket No. CP22-2) shall be accorded rolled-in rate treatment as a settled practice.

**ARTICLE XI.
AFUDC**

The Settling Parties and GTN agree that GTN shall calculate and record in its books the equity portion of Allowance for Funds Used During Construction in accordance with the formula set forth in the Commission's Uniform System of Accounts, 18 C.F.R. Part 201, Gas Plant Instruction (3)(17)(b).

**ARTICLE XII.
SUPERSEDURE OF THE 2024 SETTLEMENT**

Subject to Article IV.B., GTN and the Settling Parties agree that as of the Effective Date, the 2024 Settlement is superseded in its entirety by this Settlement and shall be null and void and no provision of the 2024 Settlement will continue to have any force or effect or be binding on any entity, party or Settling Party; provided however, that the provisions of the 2024 Settlement relating to seasonal rates for short-term firm transportation service and interruptible transportation service are not superseded by this Settlement and shall survive and any entity, party or Settling Party cannot challenge such provisions. For the avoidance of doubt, this Settlement does not effectuate changes to GTN's existing Tariff other than those set forth herein.

**ARTICLE XIII.
RESERVATIONS**

Neither GTN nor any Settling Party shall be bound or prejudiced by any part of this Settlement, unless it becomes effective in accordance with the provisions hereof.

A. Settlement Has No Precedential Value

1. Except as provided in Article X., the Commission's approval of this Settlement does not constitute approval of, or precedent regarding, any principle or issue. Unless this Settlement is approved and becomes effective in accordance with the provisions set forth herein, then in any proceeding before the Commission this Settlement, any of the Pro Forma Tariff records attached

hereto and the content of any settlement negotiations resulting therein may not be employed or cited to in any manner and nothing contained in this Settlement, nor in any of the settlement negotiations leading hereto, shall be deemed an admission by any party of any principle contained herein.

2. Except as provided in Article X., the methods or practices observed in deriving rates and the presence or absence of methods of establishing rates as referenced in this Settlement shall not constitute precedent nor be used to prejudice any otherwise available rights or arguments of any participant in a future proceeding, other than to enforce the terms of the Settlement or collect rates due for the service provided while the Settlement remains in effect, and shall not be used as evidence that a particular method is a “long-standing practice” as that term is used in *Columbia Gas Transmission Corp. v. FERC*, 628 F.2d 578 (D.C. Cir. 1975), or a “settled practice” as that term is used in *Public Service Commission of New York v. FERC*, 642 F.2d 1335 (D.C. Cir. 1980). The provisions of this Settlement are for purposes of settlement only and shall have no precedential effect except as provided in Article X.

B. No Drafter

No party shall be deemed the drafter of this Settlement, and this Settlement shall not be construed against any party as the drafter.

C. Severability

The provisions of the Settlement are not severable and may become effective only in accordance with the terms of the Settlement.

D. Negotiated Settlement

It is specifically understood and agreed by and among GTN and the Settling Parties that the Settlement represents a negotiated settlement only with respect to the issues resolved by the

Settlement. Except to the extent explicitly set forth in the Settlement, neither the Commission, its Staff, GTN, nor any Settling Party shall be deemed to have approved, accepted, agreed to or consented to any policy, methodology or other principle underlying or supposed to underlie any of the matters provided for in the Settlement.

E. Choice of Law

This Settlement shall be interpreted in accordance with and governed by the laws of the State of California, without regard to its conflicts of laws principles.

F. Standard of Review

To the extent that the Commission considers any changes to the terms of the Settlement, the standard of review for any such proposed change shall be the most stringent standard permissible under applicable law.

**ARTICLE XIV.
PRIVILEGED DOCUMENT**

Unless the Settlement shall have become effective in accordance with Article IV, this Settlement shall be privileged, and all discussions held and materials provided by any party in reaching this Settlement shall be treated as if it were subject to Rule 602 of the Commission's Rules of Practice and Procedure, 18 C.F.R. § 385.602 (2025), regardless of whether Rule 602 applies.

**ARTICLE XV.
EFFECT OF COMMISSION APPROVAL**

1. The Commission's approval of this Settlement shall constitute Commission authorization and approval for GTN to implement the rates and Tariff changes set forth in this Settlement on their proposed effective dates without suspension, without conditions other than

those specified herein and granting any waiver of Section 154 of the Commission's regulations necessary to implement such Tariff records in accordance with this Settlement.

2. The Commission's approval of this Settlement shall constitute Commission waiver of compliance, to the extent (if any) necessary, by GTN with the requirements of the Commission's Rules and Regulations under the Natural Gas Act and Natural Gas Policy Act including, but not limited to, Parts 154, 157, 201 and 284 as necessary to carry out any provision of this Settlement.

Dated: October 15, 2026

Kelly Griffin
Director, Rates & Regulatory
Gas Transmission Northwest LLC
700 Louisiana Street, Suite 1300
Houston, Texas 77002
Tel. (832) 329-5583
Email: kelly_griffin@tcenergy.com

Respectfully submitted,

/s/ Erin Bullard
Erin Bullard
Sr. Legal Counsel
Gas Transmission Northwest LLC
700 Louisiana Street, Suite 1300
Houston, Texas 77002
Tel. (832) 320-6334
Email: erin_bullard@tcenergy.com

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon each person designated on the official service list compiled by the Secretary in this proceeding.

Dated at Houston, Texas, this 15th day of October, 2026.

/s/ Erin Bullard
Erin Bullard

APPENDIX A

Settling Shippers

APPENDIX A

SETTLING SHIPPERS

The entities listed below have authorized GTN to state that they either support or do not oppose the foregoing Stipulation and Agreement of Settlement.

Alliance of Western Energy Consumers

ARC Resources U.S. Corp.

Avangrid Power

Avista Corporation

BP Canada Energy Marketing Corp.

Calpine Energy Services, L.P.

Canadian Association of Petroleum Producers (CAPP)

Cascade Natural Gas Corporation

Castleton Commodities Merchant Trading LP

Chevron U.S.A. Inc.

Concord Energy LLC

ExxonMobil Oil Corporation

IGI Resources, Inc.

Intermountain Gas Company

Mercuria Commodities Canada Corporation

Northwest Natural Gas Company

NRG Business Marketing LLC

Ovintiv Marketing Inc.

Pacific Gas and Electric Company

Paramount Resources Ltd.

Portland General Electric Company

Puget Sound Energy, Inc.

Shell Energy North America (US), L.P.

Sierra Pacific Power Company d/b/a NV Energy

Southern California Gas Company

Tenaska Marketing Ventures

Tourmaline Oil Marketing Corp.

Turlock Irrigation District

APPENDIX B

Tariff Records

APPENDIX B-1

***Pro Forma* Settlement Rates**

APPENDIX B-1

Gas Transmission Northwest LLC FERC Gas Tariff, Fourth Revised Volume No. 1-A

Pro Forma Settlement Rates To Become Effective April 1, 2027

Clean Tariff Records

<u>Tariff Records</u>	<u>Version</u>
4.1 Statement of Rates, FTS-1, LFS-1, and FHS Rates	25.0.0
4.2 Statement of Rates, ITS-1 and IHS Rates	16.0.0
4.3 Statement of Rates, Seasonal Recourse Rates	23.0.0
4.4 Statement of Rates, Fuel and Surcharges	4.0.0
4.5 Statement of Rates, Parking and Lending Service	14.0.0

STATEMENT OF EFFECTIVE RATES AND CHARGES FOR
TRANSPORTATION OF NATURAL GAS

For Rate Schedules FTS-1 and LFS-1:

RESERVATION

		DAILY MILEAGE (Dth-Mile)	CIP CHARGE (Dth-Mile)	TOTAL DAILY MILEAGE (Dth-Mile)	NON-MILEAGE (Dth)	DELIVERY (Dth-Mile)
		(a)	(b)	(a)	(c)	(d)
BASE						
Maximum	\$	0.0003346	0.0000148	0.0003494	0.0415599	0.0000153
Minimum	\$	0.0000000	0.0000148	0.0000000	0.0000000	0.0000153
STF (e)						
Maximum	\$	(e)	(e)	(e)	(e)	0.0000153
Minimum	\$	0.0000000	0.0000000	0.0000000	0.0000000	0.0000153
OVERRUN CHARGE (f)		-	-	-		

- (a) The mileage component shall be applied per pipeline mile to gas transported by GTN for delivery to shipper based on the primary receipt and delivery points in Shipper's contract. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The Washington Cap and Invest Program charge ("CIP Charge") is pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____. Pursuant to Section 6.37.2, the CIP Charge is non-discountable.
- (c) The non-mileage component is applied per Shipper's MDQ at Primary Point(s) of Delivery on Mainline Facilities.
- (d) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (e) See Section 4.3 – Statement of Rates, Seasonal Recourse Rates.
- (f) The Overrun Charge shall be equal to the rates and charges set forth for interruptible service under Rate Schedule ITS-1.

Issued: October 15, 2026
Effective: April 1, 2027

Docket No.
Accepted:

For Rate Schedules FTS-1 and LFS-1:

EXTENSION CHARGES

		DAILY MILEAGE (Dth-Mile) (a)	NON-MILEAGE (Dth) (b)	DELIVERY (Dth-Mile) (c)
MEDFORD (E-1) (d)				
Maximum	\$	0.0014346	0.0169029	0.0000046
Minimum	\$	0.0000000	0.0000000	0.0000000
COYOTE SPRINGS (E-3) (e)				
Maximum	\$	0.0020800	0.0095628	0.0000000
Minimum	\$	0.0000000	0.0000000	0.0000000
CARTY LATERAL (E-4) (f)				
Maximum	\$	-	0.1018800	0.0000000
Minimum	\$	-	0.0000000	0.0000000
OVERRUN CHARGE (g)		-	-	-

- (a) The mileage component shall be applied per pipeline mile to gas transported by GTN for delivery to shipper based on the primary receipt and delivery points in Shipper's contract. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The non-mileage component is applied per Shipper's MDQ at Primary Point(s) of Delivery on Mainline Facilities.
- (c) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (d) Applicable to firm service on GTN's Medford Extension.
- (e) Applicable to firm service on GTN's Coyote Springs Extension.
- (f) Applicable to firm service on GTN's Carty Lateral Extension.
- (g) The Overrun Charge shall be equal to the rates and charges set forth for interruptible service under Rate Schedule ITS-1.

Issued: October 15, 2026
Effective: April 1, 2027

Docket No.
Accepted:

For Rate Schedule FHS:

The Mainline and Extension Reservation rates shown above for Rate Schedules FTS-1 and LFS-1 shall also be applicable to service under Rate Schedule FHS, except that the Mileage and Non-Mileage Components shall be adjusted to reflect the expedited hours of gas flow (“HF”) utilizing the following formulas, rounded to 7 decimal places:

$$1) \text{ Mileage Reservation Component} = \text{FTS-1M} \times \text{Miles} \times (24/\text{HF})$$

$$2) \text{ Non-Mileage Reservation Component} = \text{FTS-1NM} \times (24/\text{HF})$$

where:

FTS-1M	=	Applicable FTS-1 Daily Mileage Reservation Charge
FTS-1NM	=	Applicable FTS-1 Non-Mileage Reservation Charge
Miles	=	Distance, in pipeline miles, from the Primary Point(s) of Receipt to the Primary Point(s) of Delivery as set forth in Shipper’s Contract
HF	=	MDQ/MHQ

The total applicable rate consists of the FHS rate shown above plus the CIP Charge.

Issued: October 15, 2026
 Effective: April 1, 2027

Docket No.
 Accepted:

STATEMENT OF EFFECTIVE RATES AND CHARGES FOR
TRANSPORTATION OF NATURAL GAS

For Rate Schedule ITS-1:

RESERVATION

		DAILY MILEAGE (Dth-Mile)	CIP CHARGE (Dth-Mile)	TOTAL DAILY MILEAGE (Dth-Mile)	NON-MILEAGE (Dth)	DELIVERY (Dth-Mile)
		(a)	(b)	(a)	(c)	(d)
BASE						
Maximum	\$	(e)	0.0000148	(e)	(e)	0.0000153
Minimum	\$	0.0000000	0.0000148	0.0000000	0.0000000	0.0000153

- (a) The Rate Schedule ITS-1 Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The Washington Cap and Invest Program charge ("CIP Charge") is pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____. Pursuant to Section 6.37.2, the CIP Charge is non-discountable.
- (c) The Rate Schedule ITS-1 Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.
- (d) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (e) See Section 4.3 – Statement of Rates, Seasonal Recourse Rates.

Issued: October 15, 2026
Effective: April 1, 2027

Docket No.
Accepted:

For Rate Schedule ITS-1:

EXTENSION CHARGES

		DAILY MILEAGE (Dth-Mile)	NON-MILEAGE (Dth)	DELIVERY (Dth-Mile)
		(a)	(b)	(c)
MEDFORD (E-1) (d)				
Maximum	\$	0.0014346	0.0169029	0.0000046
Minimum	\$	0.0000000	0.0000000	0.0000000
COYOTE SPRINGS (E-3) (e)				
Maximum	\$	0.0020800	0.0095628	0.0000000
Minimum	\$	0.0000000	0.0000000	0.0000000
CARTY LATERAL (E-4) (f)				
Maximum	\$	-	0.1018800	0.0000000
Minimum	\$	-	0.0000000	0.0000000

- (a) The Rate Schedule ITS-1 Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The Washington Cap and Invest Program charge ("CIP Charge") is pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____. Pursuant to Section 6.37.2, the CIP Charge is non-discountable.
- (c) The Rate Schedule ITS-1 Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.
- (d) Applicable to firm service on GTN's Medford Extension.
- (e) Applicable to firm service on GTN's Coyote Springs Extension.
- (f) Applicable to firm service on GTN's Carty Lateral Extension.

Issued: October 15, 2026
Effective: April 1, 2027

Docket No.
Accepted:

For Rate Schedule IHS:

RESERVATION		DAILY MILEAGE (Dth-Mile)	CIP CHARGE (Dth-Mile)	TOTAL DAILY MILEAGE (Dth-Mile)	NON-MILEAGE (Dth)	DELIVERY (Dth-Mile)
		(a)	(b)	(a)	(c)	(d)
BASE						
Maximum	\$	(e)	0.0000148	(e)	(e)	0.0000153
Minimum	\$	0.0000000	0.0000148	0.0000000	0.0000000	0.0000153

- (a) The Rate Schedule IHS Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The Washington Cap and Invest Program charge ("CIP Charge") is pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____. Pursuant to Section 6.37.2, the CIP Charge is non-discountable.
- (c) The Rate Schedule IHS Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.
- (d) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (e) See Section 4.3 – Statement of Rates, Seasonal Recourse Rates.

Issued: October 15, 2026
 Effective: April 1, 2027

Docket No.
 Accepted:

For Rate Schedule IHS:

EXTENSION CHARGES

		DAILY MILEAGE (Dth-Mile)	NON-MILEAGE (Dth)	DELIVERY (Dth-Mile)
		(a)	(b)	(c)
MEDFORD (E-1) (d)				
Maximum	\$	0.0034430	0.0405670	0.0000046
Minimum	\$	0.0000000	0.0000000	0.0000000
COYOTE SPRINGS (E-3) (e)				
Maximum	\$	0.0049920	0.0229507	0.0000000
Minimum	\$	0.0000000	0.0000000	0.0000000
CARTY LATERAL (E-4) (f)				
Maximum	\$	-	0.2445120	0.0000000
Minimum	\$	-	0.0000000	0.0000000

- (a) The Rate Schedule IHS Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The Rate Schedule IHS Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.
- (c) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (d) Applicable to firm service on GTN's Medford Extension.
- (e) Applicable to firm service on GTN's Coyote Springs Extension.
- (f) Applicable to firm service on GTN's Carty Lateral Extension.

Issued: October 15, 2026
Effective: April 1, 2027

Docket No.
Accepted:

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS

Seasonal Recourse Rates

Seasonal recourse rates apply to short-term firm (STF) service under Rate Schedules FTS-1 and FHS (i.e., firm service that has a term of less than one year and that does not include multiple-year seasonal service) and IT Service under Rate Schedules ITS-1 and IHS. By March 1 of each year GTN may designate up to four (4) months as peak months during a twelve (12) month period beginning on June 1 of the same year through May 31 of the following year. All other months will be considered off-peak months. Reservation rate components that apply to STF service and per-unit-rate ITS-1 and IHS service are as follows (delivery charges and applicable surcharges continue to apply):

For STF and ITS-1:

	Four (4) Peak Months	Three (3) Peak Months	Two (2) Peak Months	One (1) Peak Month	Zero (0) Peak Months
Peak NM Res.	\$0.0789638	\$0.0789638	\$0.0789638	\$0.0789638	\$0.0415599
Peak Mi. Res.	\$0.0006357	\$0.0006357	\$0.0006357	\$0.0006357	\$0.0003346
Off-Pk NM Res.	\$0.0228579	\$0.0290919	\$0.0340791	\$0.0381595	\$0.0415599
Off-Pk Mi. Res.	\$0.0001840	\$0.0002342	\$0.0002744	\$0.0003072	\$0.0003346

For IHS:

	Four (4) Peak Months	Three (3) Peak Months	Two (2) Peak Months	One (1) Peak Month	Zero (0) Peak Months
Peak NM Res.	\$0.1895131	\$0.1895131	\$0.1895131	\$0.1895131	\$0.0997438
Peak Mi. Res.	\$0.0015257	\$0.0015257	\$0.0015257	\$0.0015257	\$0.0008030
Off-Pk NM Res.	\$0.0548590	\$0.0698206	\$0.0817898	\$0.0915828	\$0.0997438
Off-Pk Mi. Res.	\$0.0004416	\$0.0005621	\$0.0006586	\$0.0007373	\$0.0008030

Months currently designated as "Peak Months" may be found on GTN's Internet website under "Informational Postings." By March 1 of each year, GTN will post the Peak Months for the upcoming twelve-month period beginning June 1 of the same year.

The seasonal peak multiplier applies only to the Base Tariff Rate and does not apply to the CIP Charge. The total applicable rate consists of the seasonal rates shown above plus the CIP Charge.

STATEMENT OF EFFECTIVE RATES AND CHARGES
 FOR TRANSPORTATION OF NATURAL GAS

For Rate Schedules FTS-1, LFS-1, ITS-1 and IHS:

	RESERVATION (Dth-Mile)	COMMODITY (Dth-Mile)
FUEL (a)		
Maximum Fuel and Line Loss Percentage	---	0.0050%
Fuel and Line Loss Percentage Surcharge	---	0.0000%
SURCHARGES		
ACA	(b)	

- (a) Fuel Use: Shipper shall furnish gas used for compressor station fuel, line loss, and other utility purposes, plus other unaccounted-for gas used in the operation of GTN's combined pipeline system in an amount equal to the sum of the current fuel and line loss percentage and the fuel and line loss percentage surcharge in accordance with Section 6.38 of this Tariff, multiplied by the distance in pipeline miles transported from the receipt point to the delivery point multiplied by the transportation quantities of gas received from Shipper under these rate schedules. The current fuel and line loss percentage shall be adjusted each month between the maximum currently effective rate set forth in Section 4.1 and Section 4.2 and the minimum rate of 0.0000% per Dth per mile. No fuel use charges will be assessed for backhaul service. Currently effective fuel charges may be found on GTN's Internet website under "Informational Postings."
- (b) In accordance with Section 6.22 of the Transportation General Terms and Conditions of this FERC Gas Tariff, Fourth Revised Volume No. 1-A, all Transportation services that involve the physical movement of gas shall pay an ACA unit adjustment. The currently effective ACA unit adjustment as published on the Commission's website (www.ferc.gov) is incorporated herein by reference. This adjustment shall be in addition to the Base Tariff Rate(s) specified above.

Issued: October 15, 2026
 Effective: April 1, 2027

Docket No.
 Accepted:

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS FOR

Parking and Lending Service
(\$/Dth)

PAL Parking and Lending Service (a):

BASE TARIFF RATE

Maximum	\$0.2558597/d
Minimum	\$0.0000000/d

(a) Applicable to both PAL Service and ATPL enhancement option as defined in Section 5.2.2.

APPENDIX B-1

Gas Transmission Northwest LLC FERC Gas Tariff, Fourth Revised Volume No. 1-A

Pro Forma Settlement Rates To Become Effective April 1, 2027

Marked Tariff Records

<u>Tariff Records</u>	<u>Version</u>
4.1 Statement of Rates, FTS-1, LFS-1, and FHS Rates	25.0.0
4.2 Statement of Rates, ITS-1 and IHS Rates	16.0.0
4.3 Statement of Rates, Seasonal Recourse Rates	23.0.0
4.4 Statement of Rates, Fuel and Surcharges	4.0.0
4.5 Statement of Rates, Parking and Lending Service	14.0.0

STATEMENT OF EFFECTIVE RATES AND CHARGES FOR
TRANSPORTATION OF NATURAL GAS

For Rate Schedules FTS-1 and ~~LFS-1, and FHS~~

RESERVATION

		<u>DAILY MILEAGE</u> <u>(Dth-Mile)</u>	<u>CIP</u> <u>CHARGE</u> <u>(Dth-Mile)</u>	<u>TOTAL</u> <u>DAILY MILEAGE</u> <u>(Dth-Mile)</u>	<u>NON-MILEAGE</u> <u>(Dth)</u>	<u>DELIVERY</u> <u>(Dth-Mile)</u>
		(a)	(b)	(a)	(c)	(d)
<u>BASE</u>						
<u>Maximum</u>	\$	0.0003346	0.0000148	0.0003494	0.0415599	0.0000153
<u>Minimum</u>	\$	0.0000000	0.0000000	0.0000000	0.0000000	0.0000153
<u>STF (e)</u>						
<u>Maximum</u>	\$	(e)	(e)	(e)	(e)	0.0000153
<u>Minimum</u>	\$	0.000000	0.000000	0.000000	0.000000	0.0000153
<u>OVERRUN CHARGE (f)</u>		=	=	=		

(a) The mileage component shall be applied per pipeline mile to gas transported by GTN for delivery to shipper based on the primary receipt and delivery points in Shipper's contract. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.

(b) The Washington Cap and Invest Program charge ("CIP Charge") is pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____. Pursuant to Section 6.37.2, the CIP Charge is non-discountable.

(c) The non-mileage component is applied per Shipper's MDQ at Primary Point(s) of Delivery on Mainline Facilities.

(d) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.

(e) See Section 4.3 – Statement of Rates, Seasonal Recourse Rates.

(f) The Overrun Charge shall be equal to the rates and charges set forth for interruptible service under Rate Schedule ITS-1.

For Rate Schedules FTS-1 and LFS-1:

EXTENSION CHARGES

		<u>DAILY MILEAGE</u> <u>(Dth-Mile)</u> <u>(a)</u>	<u>NON-MILEAGE</u> <u>(Dth)</u> <u>(b)</u>	<u>DELIVERY</u> <u>(Dth-Mile)</u> <u>(c)</u>
<u>MEDFORD (E-1) (d)</u>				
<u>Maximum</u>	\$	<u>0.0014346</u>	<u>0.0169029</u>	<u>0.0000046</u>
<u>Minimum</u>	\$	<u>0.0000000</u>	<u>0.0000000</u>	<u>0.0000000</u>
<u>COYOTE SPRINGS (E-3) (e)</u>				
<u>Maximum</u>	\$	<u>0.0020800</u>	<u>0.0095628</u>	<u>0.0000000</u>
<u>Minimum</u>	\$	<u>0.0000000</u>	<u>0.0000000</u>	<u>0.0000000</u>
<u>CARTY LATERAL (E-4) (f)</u>				
<u>Maximum</u>	\$	<u>-</u>	<u>0.1018800</u>	<u>0.0000000</u>
<u>Minimum</u>	\$	<u>-</u>	<u>0.0000000</u>	<u>0.0000000</u>
<u>OVERRUN CHARGE (g)</u>		<u>-</u>	<u>-</u>	<u>-</u>

- (a) The mileage component shall be applied per pipeline mile to gas transported by GTN for delivery to shipper based on the primary receipt and delivery points in Shipper's contract. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The non-mileage component is applied per Shipper's MDQ at Primary Point(s) of Delivery on Mainline Facilities.
- (c) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (d) Applicable to firm service on GTN's Medford Extension.
- (e) Applicable to firm service on GTN's Coyote Springs Extension.
- (f) Applicable to firm service on GTN's Carty Lateral Extension.
- (g) The Overrun Charge shall be equal to the rates and charges set forth for interruptible service under Rate Schedule ITS-1.

For Rate Schedule FHS:

The Mainline and Extension Reservation rates shown above for Rate Schedules FTS-1 and LFS-1 shall also be applicable to service under Rate Schedule FHS, except that the Mileage and Non-Mileage Components shall be adjusted to reflect the expedited hours of gas flow (“HF”) utilizing the following formulas, rounded to 7 decimal places:

(a) Mileage Reservation Component = FTS-1M x Miles x (24/HF)

(b) Non-Mileage Reservation Component = FTS-1NM x (24/HF)

where:

<u>FTS-1M</u>	<u>=</u>	<u>Applicable FTS-1 Daily Mileage Reservation Charge</u>
<u>FTS-1NM</u>	<u>=</u>	<u>Applicable FTS-1 Non-Mileage Reservation Charge</u>
<u>Miles</u>	<u>=</u>	<u>Distance, in pipeline miles, from the Primary Point(s) of Receipt to the Primary Point(s) of Delivery as set forth in Shipper’s Contract</u>
<u>HF</u>	<u>=</u>	<u>MDQ/MHQ</u>

The total applicable rate consists of the FHS rate shown above plus the CIP Charge.

RESERVATION

	<u>DAILY</u>		<u>DAILY</u>		<u>DELIVERY (e)</u>	
	<u>MILEAGE (a)</u>		<u>NON-MILEAGE (b)</u>		<u>DELIVERY (e)</u>	
	<u>—(Dth-Mile)</u>		<u>(Dth)</u>		<u>(Dth-Mile)</u>	
	<u>Max.</u>	<u>Min.</u>	<u>Max.</u>	<u>Min.</u>	<u>Max.</u>	<u>Min</u>
BASE	0.0003221	0.0000000	0.0254384	0.0000000	0.0000119	0.0000119
STF (e)	(e)	0.0000000	(e)	0.0000000	0.0000119	0.0000119

EXTENSION CHARGES

~~—MEDFORD~~						
~~—E-1 (f)~~	~~0.0013131~~	~~0.0000000~~	~~0.0114283~~	~~0.0000000~~	~~0.0000000~~	~~0.0000000~~
~~—E-2 (h)~~	~~0.0029720~~	~~0.0000000~~	~~—~~	~~—~~	~~0.0000000~~	~~0.0000000~~
~~——(Diamond-1)~~						
~~—E-2 (h)~~	~~0.0011660~~	~~0.0000000~~	~~—~~	~~—~~	~~0.0000000~~	~~0.0000000~~
~~——(Diamond-2)~~						
~~—COYOTE SPRINGS~~						
~~—E-3 (i)~~	~~0.0017692~~	~~0.0000000~~	~~0.0041049~~	~~0.0000000~~	~~0.0000000~~	~~0.0000000~~
~~—CARTY LATERAL~~						
~~—E-4 (p)~~	~~—~~	~~—~~	~~0.0892439~~	~~0.0000000~~	~~0.0000000~~	~~0.0000000~~
~~OVERRUN CHARGE (j)~~						
	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~

	RESERVATION (Dth-Mile)	COMMODITY (Dth-Mile)
FUEL (d)		
—MAXIMUM FUEL AND LINE LOSS PERCENTAGE	---	0.0050%
—FUEL AND LINE LOSS PERCENTAGE SURCHARGE	---	0.0000%
SURCHARGES		
—ACA	(k)	

For Rate Schedule FHS:

The Mainline and Extension Reservation rates shown above for Rate Schedules FTS-1 and LFS-1 shall also be applicable to service under Rate Schedule FHS, except that the Mileage and Non-Mileage Components shall be adjusted to reflect the expedited hours of gas flow (“HF”) utilizing the following formulas, rounded to 7 decimal places:

(a) —Mileage Reservation Component = FTS-1M x Miles x (24/HF)

(b) —Non-Mileage Reservation Component = FTS-1NM x (24/HF)

where:

FTS-1M —= Applicable FTS-1 Mileage Reservation Charge

FTS-1NM —= Applicable FTS-1 Non-Mileage Reservation Charge

Miles —= Distance, in pipeline miles, from the Primary Point(s) of Receipt to the Primary Point(s) of Delivery as set forth in Shipper’s Contract

HF —= MDQ/MHQ

STATEMENT OF EFFECTIVE RATES AND CHARGES FOR
TRANSPORTATION OF NATURAL GAS (a)For Rate Schedule ITS-1:**RESERVATION**

		<u>DAILY MILEAGE</u> <u>(Dth-Mile)</u>	<u>CIP</u> <u>CHARGE</u> <u>(Dth-Mile)</u>	<u>TOTAL</u> <u>DAILY MILEAGE</u> <u>(Dth-Mile)</u>	<u>NON-MILEAGE</u> <u>(Dth)</u>	<u>DELIVERY</u> <u>(Dth-Mile)</u>
		(a)	(b)	(a)	(c)	(d)
<u>BASE</u>						
<u>Maximum</u>	\$	(e)	0.0000148	(e)	(e)	0.0000153
<u>Minimum</u>	\$	0.0000000	0.0000148	0.0000000	0.0000000	0.0000153

- (a) The Rate Schedule ITS-1 Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The Washington Cap and Invest Program charge ("CIP Charge") is pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____. Pursuant to Section 6.37.2, the CIP Charge is non-discountable.
- (c) The Rate Schedule ITS-1 Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.
- (d) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (e) See Section 4.3 – Statement of Rates, Seasonal Recourse Rates.

For Rate Schedule ITS-1:

EXTENSION CHARGES

		<u>DAILY MILEAGE</u> <u>(Dth-Mile)</u>	<u>NON-MILEAGE</u> <u>(Dth)</u>	<u>DELIVERY</u> <u>(Dth-Mile)</u>
		(a)	(b)	(c)
<u>MEDFORD (E-1) (d)</u>				
<u>Maximum</u>	\$	<u>0.0014346</u>	<u>0.0169029</u>	<u>0.0000046</u>
<u>Minimum</u>	\$	<u>0.0000000</u>	<u>0.0000000</u>	<u>0.0000000</u>
<u>COYOTE SPRINGS (E-3) (e)</u>				
<u>Maximum</u>	\$	<u>0.0020800</u>	<u>0.0095628</u>	<u>0.0000000</u>
<u>Minimum</u>	\$	<u>0.0000000</u>	<u>0.0000000</u>	<u>0.0000000</u>
<u>CARTY LATERAL (E-4) (f)</u>				
<u>Maximum</u>	\$	<u>-</u>	<u>0.1018800</u>	<u>0.0000000</u>
<u>Minimum</u>	\$	<u>-</u>	<u>0.0000000</u>	<u>0.0000000</u>

- (a) The Rate Schedule ITS-1 Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The Washington Cap and Invest Program charge ("CIP Charge") is pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____. Pursuant to Section 6.37.2, the CIP Charge is non-discountable.
- (c) The Rate Schedule ITS-1 Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.
- (d) Applicable to firm service on GTN's Medford Extension.
- (e) Applicable to firm service on GTN's Coyote Springs Extension.
- (f) Applicable to firm service on GTN's Carty Lateral Extension.

For Rate Schedule IHS:

<u>RESERVATION</u>		<u>DAILY MILEAGE</u> <u>(Dth-Mile)</u>	<u>CIP</u> <u>CHARGE</u> <u>(Dth-Mile)</u>	<u>TOTAL</u> <u>DAILY MILEAGE</u> <u>(Dth-Mile)</u>	<u>NON-MILEAGE</u> <u>(Dth)</u>	<u>DELIVERY</u> <u>(Dth-Mile)</u>
		(a)	(b)	(a)	(c)	(d)
<u>BASE</u>						
Maximum	\$	(e)	0.0000148	(e)	(e)	0.0000153
Minimum	\$	0.0000000	0.0000148	0.0000000	0.0000000	0.0000153

- (a) The Rate Schedule IHS Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The Washington Cap and Invest Program charge ("CIP Charge") is pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____. Pursuant to Section 6.37.2, the CIP Charge is non-discountable.
- (c) The Rate Schedule IHS Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.
- (d) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (e) See Section 4.3 – Statement of Rates, Seasonal Recourse Rates.

For Rate Schedule IHS:

EXTENSION CHARGES

		<u>DAILY MILEAGE</u> <u>(Dth-Mile)</u>	<u>NON-MILEAGE</u> <u>(Dth)</u>	<u>DELIVERY</u> <u>(Dth-Mile)</u>
		(a)	(b)	(c)
<u>MEDFORD (E-1) (d)</u>				
Maximum	\$	0.0034430	0.0405670	0.0000046
Minimum	\$	0.0000000	0.0000000	0.0000000
<u>COYOTE SPRINGS (E-3) (e)</u>				
Maximum	\$	0.0049920	0.0229507	0.0000000
Minimum	\$	0.0000000	0.0000000	0.0000000
<u>CARTY LATERAL (E-4) (f)</u>				
Maximum	\$	=	0.2445120	0.0000000
Minimum	\$	=	0.0000000	0.0000000

- (a) The Rate Schedule IHS Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The Rate Schedule IHS Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.
- (c) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (d) Applicable to firm service on GTN's Medford Extension.
- (e) Applicable to firm service on GTN's Coyote Springs Extension.
- (f) Applicable to firm service on GTN's Carty Lateral Extension.

~~Rate Schedule ITS-1~~

	MILEAGE (n) (Dth-Mile)		NON-MILEAGE (o) (Dth)		DELIVERY (e) (Dth-Mile)	
	<u>Max.</u>	<u>Min.</u>	<u>Max.</u>	<u>Min.</u>	<u>Max.</u>	<u>Min.</u>
BASE	(e)	0.0000000	(e)	0.0000000	0.0000119	0.0000119
EXTENSION CHARGES						
~~MEDFORD~~						
~~E-1 (Medford) (f)~~	0.0013131	0.0000000	0.0114283	0.000000	0.0000000	0.0000000
~~COYOTE SPRINGS~~						
~~E-3 (Coyote Springs) (i)~~	0.0017692	0.0000000	0.0041049	0.0000000	0.0000000	0.0000000
~~CARTY LATERAL~~						
~~E-4 (Carty Lateral (p))~~	---	---	0.0892439	0.0000000	0.0000000	0.000000
					<u>RESERVATION (Dth-Mile)</u>	<u>COMMODITY Dth-Mile</u>
FUEL (d)						
~~—MAXIMUM FUEL AND LINE LOSS PERCENTAGE~~					---	0.0050%
~~—FUEL AND LINE LOSS PERCENTAGE SURCHARGE~~					---	0.0000%
SURCHARGES						
~~—ACA~~				(k)		

~~Rate Schedule IHS~~

	~~MILEAGE (n) (Dth-Mile)~~		~~NON-MILEAGE (o) (Dth)~~		~~DELIVERY (e) (Dth-Mile)~~	
	~~Max.~~	~~Min.~~	~~Max.~~	~~Min.~~	~~Max.~~	~~Min.~~
~~BASE~~	~~(e)~~	~~0.0000000~~	~~(e)~~	~~0.0000000~~	~~0.0000119~~	~~0.0000119~~
~~EXTENSION CHARGES~~						
~~MEDFORD~~						
~~E-1 (Medford) (f)~~	~~0.0031514~~	~~0.0000000~~	~~0.0274279~~	~~0.0000000~~	~~0.0000000~~	~~0.0000000~~
~~COYOTE SPRINGS~~						
~~E-3 (Coyote Springs) (i)~~	~~0.0042461~~	~~0.0000000~~	~~0.0098518~~	~~0.0000000~~	~~0.0000000~~	~~0.0000000~~
~~CARTY LATERAL~~						
~~E-4 (Carty Lateral (p))~~	~~---~~	~~---~~	~~0.2141854~~	~~0.0000000~~	~~0.0000000~~	~~0.0000000~~
					~~RESERVATION (Dth-Mile)~~	~~COMMODITY Dth-Mile~~
~~FUEL (d)~~						
~~FUEL AND LINE LOSS PERCENTAGE~~					~~---~~	~~0.0050%~~
~~FUEL AND LINE LOSS PERCENTAGE SURCHARGE~~					~~---~~	~~0.0000%~~
~~SURCHARGES~~						
~~ACA~~				~~(k)~~		

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GASSeasonal Recourse Rates

Seasonal recourse rates apply to short-term firm (STF) service under Rate Schedules FTS-1 and FHS (i.e., firm service that has a term of less than one year and that does not include multiple-year seasonal service) and IT Service under Rate Schedules ITS-1 and IHS. By March 1 of each year GTN may designate up to four (4) months as peak months during a twelve (12) month period beginning on June 1 of the same year through May 31 of the following year. All other months will be considered off-peak months. Reservation rate components that apply to STF service and per-unit-rate ITS-1 and IHS service are as follows (delivery charges and applicable surcharges continue to apply):

For STF and ITS-1:

	<u>Four (4) Peak Months</u>	<u>Three (3) Peak Months</u>	<u>Two (2) Peak Months</u>	<u>One (1) Peak Month</u>	<u>Zero (0) Peak Months</u>
<u>Peak NM Res.</u>	<u>\$0.0789638</u>	<u>\$0.0789638</u>	<u>\$0.0789638</u>	<u>\$0.0789638</u>	<u>\$0.0415599</u>
<u>Peak Mi. Res.</u>	<u>\$0.0006357</u>	<u>\$0.0006357</u>	<u>\$0.0006357</u>	<u>\$0.0006357</u>	<u>\$0.0003346</u>
<u>Off-Pk NM Res.</u>	<u>\$0.0228579</u>	<u>\$0.0290919</u>	<u>\$0.0340791</u>	<u>\$0.0381595</u>	<u>\$0.0415599</u>
<u>Off-Pk Mi. Res.</u>	<u>\$0.0001840</u>	<u>\$0.0002342</u>	<u>\$0.0002744</u>	<u>\$0.0003072</u>	<u>\$0.0003346</u>

For IHS:

	<u>Four (4) Peak Months</u>	<u>Three (3) Peak Months</u>	<u>Two (2) Peak Months</u>	<u>One (1) Peak Month</u>	<u>Zero (0) Peak Months</u>
<u>Peak NM Res.</u>	<u>\$0.1895131</u>	<u>\$0.1895131</u>	<u>\$0.1895131</u>	<u>\$0.1895131</u>	<u>\$0.0997438</u>
<u>Peak Mi. Res.</u>	<u>\$0.0015257</u>	<u>\$0.0015257</u>	<u>\$0.0015257</u>	<u>\$0.0015257</u>	<u>\$0.0008030</u>
<u>Off-Pk NM Res.</u>	<u>\$0.0548590</u>	<u>\$0.0698206</u>	<u>\$0.0817898</u>	<u>\$0.0915828</u>	<u>\$0.0997438</u>
<u>Off-Pk Mi. Res.</u>	<u>\$0.0004416</u>	<u>\$0.0005621</u>	<u>\$0.0006586</u>	<u>\$0.0007373</u>	<u>\$0.0008030</u>

Months currently designated as “Peak Months” may be found on GTN’s Internet website under “Informational Postings.” By March 1 of each year, GTN will post the Peak Months for the upcoming twelve-month period beginning June 1 of the same year.

The seasonal peak multiplier applies only to the Base Tariff Rate and does not apply to the CIP Charge. The total applicable rate consists of the seasonal rates shown above plus the CIP Charge.

Notes:

- ~~(a) The mileage component shall be applied per pipeline mile to gas transported by GTN for delivery to shipper based on the primary receipt and delivery points in Shipper's contract. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.~~
- ~~(b) The non-mileage component is applied per Shipper's MDQ at Primary Point(s) of Delivery on Mainline Facilities.~~
- ~~(c) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.~~
- ~~(d) Fuel Use: Shipper shall furnish gas used for compressor station fuel, line loss, and other utility purposes, plus other unaccounted for gas used in the operation of GTN's combined pipeline system in an amount equal to the sum of the current fuel and line loss percentage and the fuel and line loss percentage surcharge in accordance with Section 6.38 of this Tariff, multiplied by the distance in pipeline miles transported from the receipt point to the delivery point multiplied by the transportation quantities of gas received from Shipper under these rate schedules. The current fuel and line loss percentage shall be adjusted each month between the maximum currently effective rate set forth in Section 4.1 and Section 4.2 and the minimum rate of 0.0000% per Dth per mile. No fuel use charges will be assessed for backhaul service. Currently effective fuel charges may be found on GTN's Internet website under "Informational Postings."~~
- ~~(e) Seasonal recourse rates apply to short-term firm (STF) service under Rate Schedules FTS-1 and FHS (i.e., firm service that has a term of less than one year and that does not include multiple-year seasonal service) and IT Service under Rate Schedules ITS-1 and IHS. By March 1 of each year GTN may designate up to four (4) months as peak months during a twelve (12) month period beginning on June 1 of the same year through May 31 of the following year. All other months will be considered off-peak months. Reservation rate components that apply to STF service and per-unit rate ITS-1 and IHS service are as follows (delivery charges and applicable surcharges continue to apply):~~

~~For STF and ITS-1:~~

	~~4 Peak~~	~~3 Peak~~	~~2 Peak~~	~~1 Peak~~	~~0 Peak~~
	~~Mos.~~	~~Mos.~~	~~Mos.~~	~~Mo.~~	~~Mos.~~
~~Peak NM Res.~~	~~\$0.0483330~~	~~\$0.0483330~~	~~\$0.0483330~~	~~\$0.0483330~~	~~\$0.0254384~~
~~Peak Mi. Res.~~	~~\$0.0006120~~	~~\$0.0006120~~	~~\$0.0006120~~	~~\$0.0006120~~	~~\$0.0003221~~
 ~~Off Pk NM Res.~~	 ~~\$0.0139911~~	 ~~\$0.0178069~~	 ~~\$0.0208595~~	 ~~\$0.0233571~~	 ~~\$0.0254384~~
~~Off Pk Mi. Res.~~	~~\$0.0001772~~	~~\$0.0002255~~	~~\$0.0002641~~	~~\$0.0002957~~	~~\$0.0003221~~

~~For IHS:~~

	~~4 Peak~~	~~3 Peak~~	~~2 Peak~~	~~1 Peak~~	~~0 Peak~~
	~~Mos.~~	~~Mos.~~	~~Mos.~~	~~Mo.~~	~~Mos.~~
~~Peak NM Res.~~	~~\$0.1159992~~	~~\$0.1159992~~	~~\$0.1159992~~	~~\$0.1159992~~	~~\$0.0610522~~
~~Peak Mi. Res.~~	~~\$0.0014688~~	~~\$0.0014688~~	~~\$0.0014688~~	~~\$0.0014688~~	~~\$0.0007730~~
 ~~Off Pk NM Res.~~	 ~~\$0.0335786~~	 ~~\$0.0427366~~	 ~~\$0.0500628~~	 ~~\$0.0560570~~	 ~~\$0.0610522~~
~~Off Pk Mi. Res.~~	~~\$0.0004253~~	~~\$0.0005412~~	~~\$0.0006338~~	~~\$0.0007097~~	~~\$0.0007730~~

~~Months currently designated as "Peak Months" may be found on GTN's Internet website under "Informational Postings." By March 1 of each year, GTN will post the Peak Months for the upcoming twelve-month period beginning June 1 of the same year.~~

~~(f) Applicable to firm service on GTN's Medford Extension.~~

~~(g) Reserved for Future Use.~~

~~(h) E-2 (Diamond 1) is a Negotiated Rate consisting of a reservation charge of \$0.002972 per Dth per day for the first 45,000 Dth/d and E-2 (Diamond 2) is a Negotiated Rate consisting of a reservation charge of \$0.001166 per Dth per day for the second 45,000 Dth/d. During leap years, E-2 (Diamond 1) is a Negotiated Rate consisting of a reservation charge of \$0.002964 per Dth per day for the first 45,000 Dth/d and E-2 (Diamond 2) is a Negotiated Rate consisting of a reservation charge of \$0.001163 per Dth per day for the second 45,000 Dth/d. Pursuant to Article VI, Subsections B and C of the Amended Stipulation and Agreement filed with the Commission on October 16, 2018, in Docket No. RP15-904-001, and as accepted by Order of the Commission dated November 30, 2018, the Diamond 1 and Diamond 2 Negotiated Rates in Section 4.1, above, shall be modified as follows: 1) from January 1, 2019, through December 31, 2019, and January 1, 2021 through December 31, 2021, the Diamond 1 reservation charge shall be \$0.002823 and the Diamond 2 reservation charge shall be \$0.001108; 2) from January 1, 2020, through December 31, 2020, the Diamond 1 reservation charge shall be \$0.002816 and the Diamond 2 reservation charge shall be \$0.001105.~~

~~(i) Applicable to firm service on GTN's Coyote Springs Extension.~~

- ~~(j) The Overrun Charge shall be equal to the rates and charges set forth for interruptible service under Rate Schedule ITS-1.~~
- ~~(k) In accordance with Section 6.22 of the Transportation General Terms and Conditions of this FERC Gas Tariff, Fourth Revised Volume No. 1-A, all Transportation services that involve the physical movement of gas shall pay an ACA unit adjustment. The currently effective ACA unit adjustment as published on the Commission's website (www.ferc.gov) is incorporated herein by reference. This adjustment shall be in addition to the Base Tariff Rate(s) specified above.~~
- ~~(l) Reserved for Future Use.~~
- ~~(m) Reserved for Future Use.~~
- ~~(n) The Rate Schedule ITS-1 Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.~~
- ~~(o) The Rate Schedule ITS-1 Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.~~
- ~~(p) Applicable to firm service on GTN's Carty Lateral Extension.~~

STATEMENT OF EFFECTIVE RATES AND CHARGES
 FOR TRANSPORTATION OF NATURAL GAS

For Rate Schedules FTS-1, LFS-1, ITS-1 and IHS:

	<u>RESERVATION</u> <u>(Dth-Mile)</u>	<u>COMMODITY</u> <u>(Dth-Mile)</u>
<u>FUEL (a)</u>		
<u>Maximum Fuel and Line Loss Percentage</u>	---	<u>0.0050%</u>
<u>Fuel and Line Loss Percentage Surcharge</u>	---	<u>0.0000%</u>
<u>SURCHARGES</u>		
<u>ACA</u>	(b)	

- (a) Fuel Use: Shipper shall furnish gas used for compressor station fuel, line loss, and other utility purposes, plus other unaccounted-for gas used in the operation of GTN's combined pipeline system in an amount equal to the sum of the current fuel and line loss percentage and the fuel and line loss percentage surcharge in accordance with Section 6.38 of this Tariff, multiplied by the distance in pipeline miles transported from the receipt point to the delivery point multiplied by the transportation quantities of gas received from Shipper under these rate schedules. The current fuel and line loss percentage shall be adjusted each month between the maximum currently effective rate set forth in Section 4.1 and Section 4.2 and the minimum rate of 0.0000% per Dth per mile. No fuel use charges will be assessed for backhaul service. Currently effective fuel charges may be found on GTN's Internet website under "Informational Postings."
- (b) In accordance with Section 6.22 of the Transportation General Terms and Conditions of this FERC Gas Tariff, Fourth Revised Volume No. 1-A, all Transportation services that involve the physical movement of gas shall pay an ACA unit adjustment. The currently effective ACA unit adjustment as published on the Commission's website (www.ferc.gov) is incorporated herein by reference. This adjustment shall be in addition to the Base Tariff Rate(s) specified above.

Gas Transmission Northwest LLC
FERC Gas Tariff
Fourth Revised Volume No. 1-A

Appendix B-1 *Pro Forma*

PART 4.4

4.4 - Statement of Rates

Fuel and Surcharges

v.4.0.0 Superseding v.3.0.0

~~RESERVED FOR FUTURE USE~~

Issued: October 15, 2026
Effective: April 1, 2027

Docket No.
Accepted:

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS FOR

Parking and Lending Service
(\$/Dth)

PAL Parking and Lending Service (a):

BASE TARIFF RATE

<u>Maximum</u>	<u>\$0.2558597/d</u>
<u>Minimum</u>	<u>\$0.0000000/d</u>

(a) Applicable to both PAL Service and ATPL enhancement option as defined in Section 5.2.2.

~~_____ BASE TARIFF RATE~~
~~_____ MINIMUM _____ MAXIMUM~~

~~PAL Parking and Lending Service (a): 0.0 0.2300000/d~~

~~Notes:~~

~~Applicable to both PAL Service and ATPL enhancement option as defined in Section 5.2.2.~~

APPENDIX B-2

***Pro Forma* Revised Tariff Record**

APPENDIX B-2

***Gas Transmission Northwest LLC
FERC Gas Tariff, Fourth Revised Volume No. 1-A***

Pro Forma Revised Tariff Record

Clean Tariff Record

Tariff Record

Version

6.37 GT&C, Discount Policy

4.0.0

6.37 DISCOUNT POLICY

1. GTN may from time to time offer a discount from the maximum applicable rate for service under any service agreement governed by this FERC Gas Tariff. If and when GTN offers a discount, such discount shall be applied to the base tariff rate.

2. Types of Discounts.

From time to time, GTN and Shipper may agree in writing on a level of discount of the otherwise applicable rates and charges in addition to a basic discount from the maximum rates. Pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____, the CIP Charge is non-discountable. For example, GTN may provide a specific discount rate based on:

- (a) achievement of a specified quantity levels (including quantity levels above, below, or equal to a specified level);
- (b) specified time periods;
- (c) specified points of receipt, points of delivery, supply areas, defined geographic areas; or transportation paths;
- (d) a specified relationship to the quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to the quantities actually transported); or
- (e) published index prices for specific receipt and/or delivery points or other agreed-upon published pricing reference points for price determination (such discounted rate may be based upon the differential between published index prices or arrived at by formula). Such discounted rate: (1) shall not change the underlying rate design; (2) shall not include any minimum bill or minimum take provision that has the effect of guaranteeing revenue; and (3) shall, in each service agreement entered into pursuant to Section 6.37 paragraph 2(e), define the rate component(s) to be discounted.

In all circumstances the discounted rate shall be between the maximum rate and the minimum rate applicable to the service provided.

3. Discount Adjustments for Negotiated Rate Agreements.

A discount-type adjustment to Recourse Rates for Negotiated Rate agreements shall only be allowed to the extent that GTN can meet the standards required of an affiliate

discount-type adjustment including requiring that GTN shall have the burden of proving that any discount granted is required to meet competition.

GTN shall be required to demonstrate that any discount-type adjustment for Negotiated Rate agreements does not have an adverse impact on Recourse Rate shippers.

- (a) Demonstrating that, in the absence of GTN's entering into such Negotiated Rate agreement providing for such discount, GTN would not have been able to contract for such capacity at any higher rate, and that Recourse Rates would otherwise be as high or higher than Recourse Rates which result after applying the discount adjustment; or
- (b) Making another comparable showing that the Negotiated Rate discount contributes to more fixed costs to the system than could have been achieved without the discount.

APPENDIX B-2

***Gas Transmission Northwest LLC
FERC Gas Tariff, Fourth Revised Volume No. 1-A***

Pro Forma Revised Tariff Record

Marked Tariff Record

Tariff Record

Version

6.37 GT&C, Discount Policy

4.0.0

6.37 DISCOUNT POLICY

1. GTN may from time to time offer a discount from the maximum applicable rate for service under any service agreement governed by this FERC Gas Tariff. If and when GTN offers a discount, such discount shall be applied to the base tariff rate.

2. Types of Discounts.

From time to time, GTN and Shipper may agree in writing on a level of discount of the otherwise applicable rates and charges in addition to a basic discount from the maximum rates. Pursuant to the Stipulation and Agreement of Settlement approved in Docket No. RP27-_____, the CIP Charge is non-discountable. For example, GTN may provide a specific discount rate based on:

- (a) achievement of a specified quantity levels (including quantity levels above, below, or equal to a specified level);
- (b) specified time periods;
- (c) specified points of receipt, points of delivery, supply areas, defined geographic areas; or transportation paths;
- (d) a specified relationship to the quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to the quantities actually transported); or
- (e) published index prices for specific receipt and/or delivery points or other agreed-upon published pricing reference points for price determination (such discounted rate may be based upon the differential between published index prices or arrived at by formula). Such discounted rate: (1) shall not change the underlying rate design; (2) shall not include any minimum bill or minimum take provision that has the effect of guaranteeing revenue; and (3) shall, in each service agreement entered into pursuant to Section 6.37 paragraph 2(e), define the rate component(s) to be discounted.

In all circumstances the discounted rate shall be between the maximum rate and the minimum rate applicable to the service provided.

3. Discount Adjustments for Negotiated Rate Agreements.

A discount-type adjustment to Recourse Rates for Negotiated Rate agreements shall only be allowed to the extent that GTN can meet the standards required of an affiliate

discount-type adjustment including requiring that GTN shall have the burden of proving that any discount granted is required to meet competition.

GTN shall be required to demonstrate that any discount-type adjustment for Negotiated Rate agreements does not have an adverse impact on Recourse Rate shippers.

- (a) Demonstrating that, in the absence of GTN's entering into such Negotiated Rate agreement providing for such discount, GTN would not have been able to contract for such capacity at any higher rate, and that Recourse Rates would otherwise be as high or higher than Recourse Rates which result after applying the discount adjustment; or
- (b) Making another comparable showing that the Negotiated Rate discount contributes to more fixed costs to the system than could have been achieved without the discount.

APPENDIX C

Depreciation and Negative Salvage Rates

APPENDIX C

Summary of Book Depreciation Rates and Proposed Rate Changes:		
Depreciable Category	Account	Settlement Rates
Transmission Plant	365.2 - 371	1.50%
Negative Salvage for Mainline Transmission including Turbine (Current)	365.2 - 371	0.00%
Negative Salvage for Mainline Transmission except Turbine (Proposed)	365.2 - 371; except 368.1	0.18%
Intangible Plant - Computer Software - ZAM7	303.0	20.00%
Intangible Plant - Computer Software - ZAMR *	303.0	0.00%
TC Plus Software	303.4	19.17%
Kingsgate Launcher Receiver Access	303.9	2.35%
Leasehold Improvements *	390.1	10.00%
Office Furniture and Equipment	391.0	6.67%
Computer Equipment	391.1	20.00%
Transportation Equipment	392	10.00%
Stores Equipment	393	4.35%
Tools, Shop and Garage Equipment	394	4.00%
Power Operated Equipment	396	8.71%
Communications Equipment General Plant	397	10.00%
Miscellaneous Equipment	398	5.92%
Transmission Plant Medford Lateral	365 - 370	1.02%
Negative Salvage - Medford Lateral	365 - 370	0.44%
Transmission Plant Coyote Springs Lateral	365 - 370	1.46%
Negative Salvage - Coyote Springs Lateral	365 - 370	0.86%
Transmission Plant Carty Lateral	365 - 370	2.08%
Negative Salvage - Carty Lateral	365 - 370	0.16%
Transmission Plant - Project Template	365 - 370	0.00%
Negative Salvage - Project Template	365 - 370	0.00%
Compressor Turbine Plant	368.1	1.50%
* Fully depreciated		