NORTHWEST PIPELINE LLC
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P.O. Box 1396
Houston, Texas 77251-1396
713-215-2000

September 30, 2026

Ms. Debbie-Anne Reese, Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, D.C. 20426

Reference: Northwest Pipeline LLC
Non-Conforming Service Agreements
Docket No. RP26-_____

Dear Ms. Reese:

Pursuant to Section 4 of the Natural Gas Act ("NGA") and Part 154 of the Federal Energy Regulatory Commission's ("Commission") regulations thereunder, Northwest Pipeline LLC ("Northwest") hereby submits for filing with the Commission the following revised tariff record to its FERC Gas Tariff, Fifth Revised Volume No. 1 ("Tariff"):

Ninth Revised Sheet No. 396
Sixteenth Revised Sheet No. 399-A

Northwest also submits new tariff records to its Tariff, Original Volume Non-Conforming Service and Negotiated Rate Agreements ("Original Tariff"):

Tariff Record 10.I.1.4 Version 0.0.0
Tariff Record 10.P.1.6 Version 0.0.0
Tariff Record 10.Q Version 0.0.0
Tariff Record 10.Q.1 Version 0.0.0
Tariff Record 10.Q.1.1 Version 0.0.0

Statement of Nature, Reasons, and Basis

The purpose of this filing is to: (1) submit three non-conforming service agreements between Northwest and Questar Gas ("Questar") ("Service Agreement No. 147197"), Northwest and Idaho Power Company ("Idaho Power") ("Service Agreement No. 147199"), and Northwest and Puget Sound Energy, Inc. ("Puget") ("Service Agreement No. 147352") for inclusion in Northwest's Original Tariff; and (2) update its list of non-conforming service agreements provided in the Tariff.

Sections 154.1(d) and 154.112(b) of the Commission's regulations require pipelines to file with the Commission contracts that "deviate in any material aspect from the form of service agreement" in the pipeline's tariff, and require that such non-conforming agreements be referenced in the pipeline's FERC Gas Tariff.

Service Agreement No's 147197 and 147199

Pursuant to the procedures set forth in Section 25 of the General Terms and Conditions of Northwest's Tariff and Northwest's open season for the Ryckman Creek Loop Project, Questar was awarded 25,000 Dth/d (Service Agreement No. 147197) and Idaho Power was awarded 25,500 Dth/d (Service Agreement No. 147199) of Rate Schedule TF-1 transportation capacity that was posted as available capacity.

Non-Conforming Provisions

Service Agreements 147197 and 147199 both contain a non-conforming provision allowing for segmentation rights at the Double D receipt/delivery points effective upon in service date of the Ryckman Creek Loop Project. Service Agreement 147199 has a non-conforming provision giving the shipper the unilateral right to terminate the agreement in its entirety upon the primary term end date or upon the conclusion of any evergreen rollover period thereafter by giving written notice to Transporter at least three years before termination date.

Both agreements also contain non-conforming credit provisions (Article B-I), disputed statement provisions (Article B-II), remedy for shipper's default provision (Article B-III), and miscellaneous provisions (Article B-IV), all of which are contained in Exhibit "B" of each of the Service Agreements.

Under Articles B-I and B-II of Exhibit B, the Credit and Disputed Statement provisions must be maintained by Questar and Idaho Power throughout the primary term of the Service Agreement. The Commission has previously recognized that for new construction projects, pipelines need sufficient financial assurances from shippers to ensure, prior to the investment of significant resources in a project, that they can protect the financial commitment to the project.[1]

Article B-III of Exhibit B states what is payable by shipper to Northwest if the agreement is terminated by shipper's default.

Article B-IV of Exhibit B includes standard legal provisions used for the administration and enforcement of the service agreements. Under Article B-4.7, Neither Transporter nor shipper will file with FERC under Section 4 or 5 of the Natural Gas Act a request to change the negotiated or discounted rate provided under these agreements. In the event of a challenge by a third party regarding the negotiated or discounted rate provided under these agreements, shipper will support

[1] Policy Statement on Creditworthiness Issues for Interstate Natural Gas Pipelines and Order Withdrawing Rulemaking Proceeding, 111 F.E.R.C. ¶ 61,412, at P 17 (2005).

or file in support of such rate in Transporter's rate case or pre-settlement.

Service Agreement No. 147352

Pursuant to Northwest's open season for the Huntingdon Connector Project posted January 8, 2025, Puget was awarded 77,999 Dth/d of Rate Schedule TF-1 transportation capacity that was posted as available capacity from the Sumas Receipt Point to Sedro/Woolley, Grays Harbor Meter Station and the Bellingham In-Line Transfer delivery points effective upon the in-service date of the Huntingdon Connector Project.

Non-Conforming Provisions

Service Agreement No. 147352 contains non-conforming credit provisions (Article B-I), disputed statement provisions (Article B-II), remedy for shipper's default provision (Article B-III), and miscellaneous provisions (Article B-IV), all of which are contained in Exhibit "B" of the Service Agreement.

Under Articles B-I and B-II of Exhibit B, the Credit and Disputed Statement provisions must be maintained by Puget throughout the primary term of the Service Agreement. The Commission has previously recognized that for new construction projects, pipelines need sufficient financial assurances from shippers to ensure, prior to the investment of significant resources in a project, that they can protect the financial commitment to the project.[2]

Article B-III of Exhibit B states what is payable by shipper to Northwest if the agreement is terminated by shipper's default.

Article B-IV of Exhibit B includes standard legal provisions used for the administration and enforcement of the service agreement.

Accordingly, Northwest is submitting the Service Agreements for inclusion in the Original Tariff, as required by the Commission.[3] Northwest is also revising the list of non-conforming service agreements included in the Tariff to incorporate these Service Agreements.

Filings Pending Before the Commission

In compliance with Section 154.204(f) of the Commission's regulations, Northwest states that it has no other tariff filings pending before the Commission that may significantly impact this filing.

Effective Date and Waiver Request

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[2] Policy Statement on Creditworthiness Issues for Interstate Natural Gas Pipelines and Order Withdrawing Rulemaking Proceeding, 111 F.E.R.C. ¶ 61,412, at P 17 (2005).

[3] Columbia Gas Transmission, LLC 132 F.E.R.C. ¶ 61,147 (2010); Dominion Transmission, Inc. 132 F.E.R.C. ¶ 61,179 (2010)

Northwest requests that the proposed tariff records filed herein be made effective November 1, 2026 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.

Materials Submitted Herewith

In accordance with Section 154.7(a)(1) of the Commission's regulations, the following material is submitted herewith:

An eTariff .xml filing package, filed as a zip (compressed) file, containing:

(1) The tariff records in RTF format with metadata attached;
(2) A transmittal letter in PDF format;
(3) A clean version of the tariff records in PDF format for publishing in eLibrary;
(4) A marked version of the tariff records in accordance with Section 154.201(a) of the regulations; and
(5) A copy of the complete filing in PDF format for publishing in eLibrary.

Posting and Certification of Service

In accordance with the provisions of Section 154.2(d) of the Commission's regulations, copies of this filing are available for public inspection, during regular business hours, in a convenient form and place at Northwest's main office at 2800 Post Oak Boulevard in Houston, Texas. In addition, in compliance with Section 154.7(b) of the Commission's regulations, Northwest certifies that copies of this filing will be served electronically upon Northwest's customers and upon interested state regulatory commissions.

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

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Manager, Rates & Regulatory
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The undersigned certifies that the contents of this filing are true and correct to the best of her knowledge and belief; and that she possesses full power and authority to sign this filing.

Respectfully submitted,

NORTHWEST PIPELINE LLC



Manager, Rates & Regulatory

Enclosures

NON-CONFORMING SERVICE AGREEMENTS (Continued)

Name of Shipper/Agreement No.	Rate Schedule	Agreement/ Amendment Date	Date Filed
FortisBC Energy Inc. (No. 135562)	TF-1	04/19/07	07/21/08
Idaho Power Company (No. 126442)	TF-1	03/22/01 05/02/07 (2)	06/08/07
Idaho Power Company (No. 126951)	TF-1	08/02/01 03/02/09 (2)	05/01/09
Idaho Power Company (No. 138369)	TF-1	04/06/10	04/28/10
Idaho Power Company (No. 138370)	TF-1	04/06/10	04/28/10
Idaho Power Company (No. 138390)	TF-1	04/15/10	04/28/10
Idaho Power Company (No. 139664)	TF-1	09/25/12	09/28/12
Idaho Power Company (No. 145985)	TF-1	04/01/25	03/20/25
Idaho Power Company (No. 145986)	TF-1	11/01/25	10/01/25
Idaho Power Company (No. 147199)	TF-1	11/01/26	09/30/26

(1) Amendment incorporates the non-conforming provisions.
(2) Original Service Agreement, as amended, was restated in the revised Form of Service Agreement format on the listed date.

NON-CONFORMING SERVICE AGREEMENTS (Continued)

Name of Shipper/Agreement No.	Rate Schedule	Agreement/ Amendment Date	Date Filed
PacifiCorp (No. 129875)	TF-1	08/01/01 11/12/07	07/21/08
PacifiCorp (No. 146120)	TF-1	04/01/26	02/26/26
PacifiCorp (No. 146121)	TF-1	04/01/26	02/26/26
Puget Sound Energy, Inc. (No. 135434)	TF-1	03/05/07 03/10/09 (2)	05/01/09
Puget Sound Energy, Inc. (No. 140415)	TF-1	06/26/14	11/19/14
Puget Sound Energy, Inc. (No. 140766)	TF-1	04/22/15	09/21/15
Puget Sound Energy, Inc. (No. 140910)	TF-1	10/13/15	10/28/15
Puget Sound Energy, Inc. (No. 143077)	TF-1	09/27/19	10/01/19
Puget Sound Energy, Inc. (No. 145550)	TF-1	11/02/23	01/24/24
Puget Sound Energy, Inc. (No. 147352)	TF-1	11/01/26	09/30/26
Questar Gas (No. 147197)	TF-1	11/01/26	09/30/26
Shell Energy North America (US), LP (No. 134510)	TF-2	05/01/06	05/05/06
Southwest Gas Corporation (No. 100048)	TF-1	06/01/91 06/25/19	07/23/19

(2) Original Service Agreement, as amended, was restated in the revised Form of Service Agreement format on the listed date.

Rate Schedule TF-1 Service Agreement
Contract No. 147199

THIS SERVICE AGREEMENT (Agreement) by and between Northwest Pipeline LLC (Transporter) and Idaho Power Company (Shipper) is made and entered into on June 10, 2026.

WHEREAS:

A. Pursuant to Transporter's open season for the Ryckman Creek Loop Project (RCL Project) posted May 15, 2023, Shipper requested to acquire, and was awarded, 25,500 Dth/d from the Stanfield Receipt point to the Kern River Muddy Creek delivery point, with segmentation rights at the Double D receipt/delivery points, effective upon the in-service date of the RCL Project.

THEREFORE, in consideration of the premises and mutual covenants set forth herein, Transporter and Shipper agree as follows:

1. Tariff Incorporation. Rate Schedule TF-1 and the General Terms and Conditions (GT&C) that apply to Rate Schedule TF-1, as such may be revised from time to time in Transporter's FERC Gas Tariff (Tariff), are incorporated by reference as part of this Agreement, except to the extent that any provisions thereof may be modified by non-conforming provisions herein.
2. Transportation Service. Subject to the terms and conditions that apply to service under this Agreement, Transporter agrees to receive, transport and deliver natural gas for Shipper, on a firm basis. The Transportation Contract Demand, the Maximum Daily Quantity at each Primary Receipt Point, and the Maximum Daily Delivery Obligation at each Primary Delivery Point are set forth on Exhibit A. If contract-specific OFO parameters are set forth on Exhibit A, whenever Transporter requests during the specified time period, Shipper agrees to flow gas as requested by Transporter, up to the specified volume through the specified transportation corridor.
3. Transportation Rates. Shipper agrees to pay Transporter for all services rendered under this Agreement at the rates set forth or referenced herein. Reservation charges apply to the Transportation Contract Demand set forth on Exhibit A. The Maximum Base Tariff Rates (Recourse Rates) set forth in the Statement of Rates in the Tariff, as revised from time to time, that apply to the Rate Schedule TF-1 customer category identified on Exhibit A, will apply to service hereunder unless and to the extent that discounted Recourse Rates or awarded capacity release rates apply as set forth on Exhibit A or negotiated rates apply as set forth on Exhibit D. Additionally, if applicable under Section 21 or 29 of the GT&C, Shipper agrees to pay Transporter a facilities charge as set forth on Exhibit C.
4. Transportation Term. This Agreement becomes effective on the effective date set forth on Exhibit A. The primary term begin date for the transportation service hereunder is set forth on Exhibit A. This Agreement will remain in full force and effect through the primary term end date set forth on Exhibit A and, if Exhibit A indicates that an evergreen provision applies, through the established evergreen rollover periods thereafter until terminated in accordance with the notice requirements under the applicable evergreen provision.

5. Non-Conforming Provisions. All aspects in which this Agreement deviates from the Tariff, if any, are set forth as non-conforming provisions on Exhibit B. If Exhibit B includes any material non-conforming provisions, Transporter will file the Agreement with the Federal Energy Regulatory Commission (Commission) and the effectiveness of such non-conforming provisions will be subject to the Commission acceptance of Transporter's filing of the non-conforming Agreement.
6. Capacity Release. If Shipper is a temporary capacity release Replacement Shipper, any capacity release conditions, including recall rights, are set forth on Exhibit A.
7. Exhibit / Addendum to Service Agreement Incorporation. Exhibit A is attached hereto and incorporated as part of this Agreement. If any other Exhibits apply, as noted on Exhibit A to this Agreement, then such Exhibits also are attached hereto and incorporated as part of this Agreement. If an Addendum to Service Agreement has been generated pursuant to Sections 11.5 or 22.12 of the GT&C of the Tariff, it also is attached hereto and incorporated as part of this Agreement.
8. Regulatory Authorization. Transportation service under this Agreement is authorized pursuant to the Commission regulations set forth on Exhibit A.
9. Superseded Agreements. When this Agreement takes effect, it supersedes, cancels and terminates the following agreement(s): None, but the following Amendments and/or Addendum to Service Agreement which have been executed but are not yet effective are not superseded and are added to and become an Amendment and/or Addendum to this agreement: None

IN WITNESS WHEREOF, Transporter and Shipper have executed this Agreement as of the date first set forth above.

Idaho Power Company	Northwest Pipeline LLC
By: /S/	By: /S/
Name: RYAN ADELMAN	Name: MARK MOHAN
Title: Vice President of Power Supply	Title: MANAGER COMMERCIAL SERVICES

EXHIBIT A
Dated June 10, 2026, Effective November 01, 2026
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147199)
between Northwest Pipeline LLC
and Idaho Power Company

SERVICE DETAILS

1. Transportation Contract Demand (CD): 25,500 Dth per day

2. Primary Receipt Point(s):

Point ID	Name	Maximum Daily Quantities (Dth)
187	STANFIELD RECEIPT	25,500
	Total	25,500

3. Primary Delivery Point(s):

Point ID	Name	Maximum Daily Delivery Obligation (Dth)	Delivery Pressure (psig)
92	KERN RIVER MUDDY CREEK DELIV.	25,500	450
	Total	25,500	

Specified conditions for Delivery Pressure, pursuant to Section 2.4 of the General Terms and Conditions: None

4. Customer Category:
    a. Large Customer
    b. Incremental Expansion Customer: No
5. Recourse, Discounted Recourse, or Negotiated Rate Transportation Rates:

(Negotiated Rates are on Exhibit D if attached.)

    a. Reservation Charge (per Dth of CD): $0.30, plus applicable surcharges
    b. Volumetric Charge (per Dth): Maximum Base Tariff Rate, plus applicable surcharges
    c. Additional Facility Reservation Surcharge Pursuant to Section 3.4 of Rate Schedule TF-1 (per Dth of CD): None
    d. Rate Discount Conditions Consistent with Section 3.5 of Rate Schedule TF-1: The Discount Rate remains applicable no matter which receipt and delivery locations are used by Shipper or by Replacement Shipper(s).

The Discount Rate in Section 5.a. above will take effect on the Primary Term Begin Date and will remain in effect for a period of ten (10) years, thereafter, the Recourse Rates will apply to this Agreement. In addition to the Discount Rate in Section 5.a. above, Shipper will also pay any fuel reimbursement charge and other charges (i.e., CRM Surcharge, scheduled overrun, ACA, penalties, etc.) approved by FERC under Rate Schedule TF-1 of the Tariff, as the same may be adjusted from time to time with FERC's approval. If the Recourse Reservation Rate should ever become less than the Discount Rate in Section 5.a., then the Discount Rate shall equal the Recourse Reservation Rate for as long as it is below the Discount Rate.

    e. Negotiated Rate Conditions Consistent with Section 3.7 of Rate Schedule TF-1: Not Applicable

6. Transportation Term:

a. Primary Term Begin Date: Upon the later of the actual in-service date of the required new RCL Project or November 1, 2026.
b. Primary Term End Date: Ten years following the Primary Term Begin Date.

Specified conditional service agreement extensions pursuant to Section 11.9 of the General Terms and Conditions of the Tariff: None

c. Evergreen Provision: Yes, see Exhibit B

7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO:

None

8. Subordinate rights apply as defined in GT&C Section 1 Secondary Firm Service Rights with a Scheduling and Curtailment Priority per GT&C Section 12.1(b)(ii): No
9. Regulatory Authorization: 18 CFR 284.223
10. Additional Exhibits:

Exhibit B Yes
Exhibit C No
Exhibit D No
Exhibit E No

EXHIBIT B
Dated June 10, 2026, Effective November 01, 2026,

(subject to Commission acceptance)
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147199)
between Northwest Pipeline LLC
and Idaho Power Company

NON-CONFORMING PROVISIONS

Segmentation Rights

Pursuant to Transporter's open season for the Ryckman Creek Loop Project (RCL Project) posted May 15, 2023, Transporter herein agrees to provide Shipper with segmentation rights at the Double D receipt/delivery points, effective upon the in-service date of the RCL Project for the duration of this Agreement pursuant to Section 13, "Segmentation", of Rate Schedule TF-1 in Transporter's FERC Gas Tariff.

Termination Rights

Shipper will have the unilateral right to terminate this Agreement in its entirety upon the primary term end date or upon the conclusion of any evergreen rollover period thereafter by giving written notice to Transporter so stating at least three years before the termination date.

Credit Provisions

ARTICLE B-I
Credit

B-1.1 Transporter's obligations under this Agreement are contingent upon Shipper's continuing satisfaction of the creditworthiness standard or the collateral alternative set forth in this Article B-I. Any reference to Shipper in this Article B-I shall also refer and apply to its Guarantor if Shipper has provided a guaranty of financial performance as collateral pursuant to Section B-1.8(a).

B-1.2 Upon Transporter's request, Shipper shall furnish annually the up-to-date information specified below (" Credit Information "). In addition, Transporter reserves the right to request Credit Information at any other time if Transporter reasonably believes that Shipper's creditworthiness, collateral, or ability to pay may have deteriorated. Shipper shall furnish complete Credit Information to Transporter within ten (10) days after receiving Transporter's request (" Credit Information Deadline "). Transporter will maintain any non-public data included in Shipper's Credit Information on a confidential basis for one (1) year after its receipt. Credit Information will include:

(a) Financial statements (to include a balance sheet, income statement and statement of cash flow), annual reports, 10-K reports or other financial filings with regulatory agencies. If audited financial statements are not available, then Shipper must provide an attestation by its Chief Financial Officer, Controller, or equivalent that such statements constitute a true, correct and fair representation of the Shipper's financial condition prepared in accordance with Generally Accepted Accounting Principles (" GAAP ") or equivalent standard. If the above information is available on the public internet, Shipper instead may provide instructions regarding where such statements may be located by Transporter.

(b) List of affiliates, parent companies and subsidiaries.

(c) Publicly available information from credit reports by credit and bond rating agencies.

(d) Private credit ratings, if obtained by Shipper.

(e) Bank and utility credit references. If Shipper does not have utility references, trade payable vendor references may be substituted.

(f) For state-regulated utility local gas distribution companies, documentation from their respective state regulatory commission (or equivalent authority) of an authorized gas supply cost recovery mechanism that fully recovers both gas commodity and transportation capacity costs and is afforded regulatory asset accounting treatment in accordance with GAAP or equivalent.

(g) Such other information as may be mutually agreed to by the Parties.

Transporter shall not be obligated to consider any information other than that which Shipper provides, but may, in its sole discretion, elect to do so if Transporter believes that the Credit Information provided by Shipper is inaccurate or incomplete.

B-1.3 Transporter shall apply consistent evaluation practices to all similarly situated shippers executing transportation service agreements for service on the Project when determining Shipper's financial ability to perform the payment obligations that may be due Transporter during the term of this Agreement.

B-1.4 Transporter will apply the following standard in determining whether Shipper is creditworthy:

(a) Shipper will be deemed creditworthy if: (i) Shipper has a long-term senior unsecured debt rating of BBB or better from Standard & Poor's Corporation (" S&P ") or Baa2 or better from Moody's Investor Service (" Moody's "), in each case with stable or better outlook (if Shipper is rated by both agencies, then the lower rating shall apply); and (ii) Shipper's Credit Limit determined in

accordance with Section B-1.5 is equal to or greater than the Minimum Credit Requirement identified in Section B-1.7; or

(b) Shipper will be considered creditworthy if: (i) Shipper's long-term senior unsecured debt is not rated by S&P or Moody's, but Transporter nevertheless determines based on the results of a thorough evaluation of the information provided by Shipper in Section B-1.2 that Shipper's debt rating is equivalent to the ratings in Section B-1.4(a)(i); and (ii) Shipper's Credit Limit is equal to or greater than the Minimum Credit Requirement.

B-1.5 If Shipper satisfies either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will establish a credit limit for Shipper based on a thorough evaluation of the Credit Information provided by Shipper in Section B-1.2 relative to Shipper's outstanding credit exposures (" Shipper's Credit Limit "). If Shipper's Credit Limit is less than the Minimum Credit Requirement, then Shipper must provide collateral pursuant to Section B-1.8 in an amount equal to the difference between the Minimum Credit Requirement and Shipper's Credit Limit (" Shipper's Credit Shortfall ").

B-1.6 If Shipper does not satisfy either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will not establish a credit limit for Shipper. Rather, Shipper will be required to provide collateral pursuant to Section B-1.8 in an amount equal to the Minimum Credit Requirement.

B-1.7 The " Minimum Credit Requirement " shall equal the *Negotiated Reservation Rate* payable on Shipper's Contract Demand over the next sixty (60) months or the remaining term of this Agreement, whichever is less; *provided* that in no event shall the Minimum Credit Requirement during the Primary Term or any extension thereof be less than the minimum credit support required under Transporter's Tariff.

B-1.8 If Shipper fails or ceases to satisfy either Section B-1.4(a) or B-1.4(b), as applicable, Transporter will notify Shipper of the basis for such determination and the amount of collateral that Shipper must provide, not to exceed the Minimum Credit Requirement. Similarly, if Shipper has previously provided collateral pursuant to this Section B-1.8, but such collateral fails or ceases to satisfy the conditions of this Section B-1.8, Transporter will notify Shipper of the basis for such determination and the amount of collateral that Shipper must provide, not to exceed the Minimum Credit Requirement. Shipper will have fifteen (15) days after receipt of such Notice (" Collateral Deadline ") to provide the specified amount of collateral in one or more of the acceptable forms described below.

(a) Shipper may provide a guaranty of financial performance, in form and substance satisfactory to Transporter, from one or more guarantors (collectively " Guarantor ") that complies with the information requirements in Section B-1.2 and meets the applicable creditworthiness standard in Section B-1.4. Transporter may reevaluate the creditworthiness of Shipper and its Guarantor pursuant to this Article B-I from time to time and will notify Shipper of the results and whether any other collateral must be provided.

(b) A standby irrevocable letter of credit (" LC ") in form and substance satisfactory to Transporter, drawn upon a major U.S. bank having assets of at least U.S. $10 billion and with a credit rating of A or better from S&P or A2 or better from Moody's (if the bank is rated by both agencies, then the lower rating shall apply). Transporter may reevaluate the creditworthiness of Shipper and the bank providing the LC pursuant to this Article B-I from time to time and will notify Shipper of the amount by which the LC must be adjusted or eliminated.

(c) Shipper may provide a cash security deposit (" Deposit "). Transporter may reevaluate

Shipper's creditworthiness pursuant to this Article B-I from time to time and will notify Shipper of the amount by which the Deposit must be adjusted or eliminated.

(d) Shipper may provide such other collateral as mutually agreed to in writing by the Parties on a nondiscriminatory basis.

B-1.9 If Shipper defaults under Section B-1.2 or B-1.8, then Transporter may terminate this Agreement by providing thirty (30) days' Notice of Termination to Shipper and FERC. However, Shipper may avoid such termination by curing such default within the thirty (30) day Notice period. If this Agreement is terminated pursuant to this Section B-1.9, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-II
DISPUTED STATEMENTS

B-2.1 If Shipper should dispute the amount of any statement delivered under this Agreement, then on or before the disputed statement's due date Shipper shall notify Transporter of the dispute and provide documentation identifying the basis for the dispute. In addition, Shipper shall pay by the statement's due date:

(a) The full amount of the statement, subject to refund with interest on the refunded amount upon final determination of the dispute in Shipper's favor; or

(b) Such amount of the statement as Shipper concedes to be correct and, within ten (10) days after the statements due date, furnish a surety bond from a surety having an A.M. Best credit rating of "A" or better, guarantying payment to Transporter of the withheld amount with interest upon final determination of the dispute in Transporter's favor.

B-2.2 Interest on any overpayment or underpayment of the amount finally determined to be due shall accrue at the lesser of one and one-half percent (1.5%) per month or the highest rate permissible under applicable law, calculated daily and compounded monthly. Final determination of the amount due may be reached by either agreement of the Parties or judgment of the courts.

B-2.3 If Shipper posts a surety bond and the amount finally determined to be due Transporter is less than or equal to the amount that Shipper asserted in its documentation as being the correct amount due, then Transporter shall reimburse Shipper the premium paid by Shipper for the surety bond.

B-2.4 Except as permitted in Section B-2.1(b), Shipper's failure to pay the full amount of any statement when due shall be deemed a default under this Agreement. Upon such default, Transporter may terminate this Agreement by providing thirty (30) days' Notice of Termination to Shipper and FERC. However, Shipper may avoid such termination by taking one of the following actions within the thirty (30) day Notice period:

(a) Not disputing the statement and paying the full amount due together with interest at the rate set forth in Section B-2.2; or

(b) Disputing the statement in compliance with Section B-2.1(a) or B-2.1(b); *provided* Shipper's delay in complying with Section B-2.1(a) or B-2.1(b) shall be deemed a waiver of Shipper's right to recover any interest or bond premium under Section B-2.1(a) or B-2.1(b).

If this Agreement is terminated pursuant to this Section B-2.4, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-III

REMEDY FOR SHIPPER'S DEFAULT

B-3.1 If this Agreement is terminated pursuant to Section B-1.9 or B-2.4, then the following shall immediately become due and payable by Shipper to Transporter: the Net Book Value, Remaining Net Negative Salvage, the Make-Whole Fee and Related Income Taxes, as each of these terms is defined in this Article B-III.

B-3.2 " Shipper's Share " means the ratio of Shipper's Transportation Contract Demand (as specified in Exhibit "A" to this Agreement) to the total capacity of the expansion of Transporter's natural gas transportation system for the Service.

B-3.3 " Net Book Value " means Shipper's Share of Transporter's total gross investment in the Project less the depreciation that has been included in the *Negotiated Reservation Rate* paid by Shipper under this Agreement. The Net Book Value will not be reduced by any net negative salvage already collected.

B-3.4 " Remaining Net Negative Salvage " means Shipper's Share of the present value of the net negative salvage charge that would have been collected in the *Negotiated Reservation Rate* through the Primary Term of this Agreement. The cash flow discount factor for the present value calculation will be a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes).

B-3.5 " Make-Whole Fee " means an amount equal to the Net Book Value multiplied by a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes) multiplied by three (3) years. The Parties agree that the Make-Whole Fee approximates the lost return on investment that Transporter will suffer from the time it receives the Net Book Value from Shipper until the time, if any, when the Net Book Value can be redeployed by Transporter in a similar project earning a similar return. The Parties acknowledge that it will be difficult, if not impossible, to determine the exact time it will take Transporter to identify, negotiate, design, permit, construct and place in service a similar project, or the exact return that Transporter will be able to earn on a similar project. Therefore, the Parties agree that the Make-Whole Fee represents a reasonable and good faith estimate of Transporter's actual damages, constitutes liquidated damages, and is not a penalty. Transporter will not be obligated to mitigate the Make-Whole Fee. If this Agreement is terminated during the last three (3) years of its Primary Term, then the three (3) year multiplier used in deriving the Make-Whole Fee will be reduced to correspond to the remaining Primary Term of this Agreement.

B-3.6 " Related Income Taxes " means the current federal and state income taxes resulting from Shipper's payment to Transporter of the Net Book Value, the Remaining Net Negative Salvage and the Make-Whole Fee less the income tax benefit received by Transporter from Transporter's ownership of the Project. The income tax benefit received by Transporter from ownership of the Project is the present value of any future tax benefits received by Transporter from the tax depreciation of the Project after termination of this Agreement, discounted at a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes). The Related Income Taxes also include a gross-up calculation to cover the federal and state income taxes that Transporter must pay on the Related Income Taxes that Transporter collects from Shipper.

B-3.7 EXCEPT AS PROVIDED IN THIS ARTICLE B-III, NEITHER PARTY WILL BE LIABLE TO THE OTHER PARTY UNDER THIS AGREEMENT FOR ANY SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE OR EXEMPLARY DAMAGES, INCLUDING LOST PROFITS, WHETHER IN CONTRACT, TORT, STRICT LIABILITY OR OTHERWISE,

EVEN IF SUCH PARTY WAS AWARE OF THE LIKELIHOOD OF SUCH DAMAGES.

ARTICLE B-IV
MISCELLANEOUS

B-4.1 This Agreement shall be governed by and construed in accordance with the laws of the State of Wyoming without giving effect to any choice or conflict of law provision or rule that would cause the laws of any other jurisdiction to apply.

B-4.2 The provisions of this Agreement shall be considered as prepared through the joint efforts of the Parties and shall not be construed against either Party as a result of the preparation or drafting thereof.

B-4.3 Any provision of this Agreement declared or rendered unlawful or unenforceable by a court or regulatory body of competent jurisdiction shall be severed from the Agreement and the remaining provisions shall remain in full force and effect and such severance will not otherwise affect the remaining enforceable obligations arising under this Agreement; *provided* that in such event, the Parties shall use commercially reasonable efforts to reform this Agreement to give effect to the original intention of the Parties.

B-4.4 No waiver by either Party of any one or more defaults by the other in the performance of any provisions of this Agreement will operate or be construed as a waiver of any other default or defaults, whether of a like or of a different character.

B-4.5 The prevailing Party in any lawsuit, action or proceeding brought to enforce this Agreement or collect any amount due under this Agreement shall be entitled to recover its reasonable attorneys' fees, expert witnesses' fees and other expenses incurred at trial and any appeal.

B-4.6 Transporter will not file or cause to be filed with FERC under Section 4 of the Natural Gas Act ("NGA") any request to change the Discounted Rates provided under this Agreement. Shipper will not file or cause to be filed with FERC under Section 5 of the NGA, any request to change the Discounted Rates provided under this Agreement. In the event of a challenge by a third party regarding the Discounted Rates provided under this Agreement, and upon written request from Transporter, Shipper will file in support of such rates in Transporter's rate case filed under either Section 4 or 5 of the NGA during the term that such rates apply. For rate cases that involve a pre-filed settlement, Shipper agrees to support the Discounted Rates provided under this Agreement during the pre-settlement process.

Rate Schedule TF-1 Service Agreement
Contract No. 147352

THIS SERVICE AGREEMENT (Agreement) by and between Northwest Pipeline LLC (Transporter) and Puget Sound Energy, Inc. (Shipper) is made and entered into on September 24, 2026.

WHEREAS:

A. Pursuant to Transporter's open season for the Huntingdon Connector Project posted January 8, 2025, Shipper requested to acquire, and was awarded, 77,999 Dth/d from the Sumas Receipt point to Sedro/Woolley, Grays Harbor Meter Station and the Bellingham In-Line Transfer delivery points, effective upon the in-service date of the Huntingdon Connector Project.

THEREFORE, in consideration of the premises and mutual covenants set forth herein, Transporter and Shipper agree as follows:

1. Tariff Incorporation. Rate Schedule TF-1 and the General Terms and Conditions (GT&C) that apply to Rate Schedule TF-1, as such may be revised from time to time in Transporter's FERC Gas Tariff (Tariff), are incorporated by reference as part of this Agreement, except to the extent that any provisions thereof may be modified by non-conforming provisions herein.
2. Transportation Service. Subject to the terms and conditions that apply to service under this Agreement, Transporter agrees to receive, transport and deliver natural gas for Shipper, on a firm basis. The Transportation Contract Demand, the Maximum Daily Quantity at each Primary Receipt Point, and the Maximum Daily Delivery Obligation at each Primary Delivery Point are set forth on Exhibit A. If contract-specific OFO parameters are set forth on Exhibit A, whenever Transporter requests during the specified time period, Shipper agrees to flow gas as requested by Transporter, up to the specified volume through the specified transportation corridor.
3. Transportation Rates. Shipper agrees to pay Transporter for all services rendered under this Agreement at the rates set forth or referenced herein. Reservation charges apply to the Transportation Contract Demand set forth on Exhibit A. The Maximum Base Tariff Rates (Recourse Rates) set forth in the Statement of Rates in the Tariff, as revised from time to time, that apply to the Rate Schedule TF-1 customer category identified on Exhibit A, will apply to service hereunder unless and to the extent that discounted Recourse Rates or awarded capacity release rates apply as set forth on Exhibit A or negotiated rates apply as set forth on Exhibit D. Additionally, if applicable under Section 21 or 29 of the GT&C, Shipper agrees to pay Transporter a facilities charge as set forth on Exhibit C.
4. Transportation Term. This Agreement becomes effective on the effective date set forth on Exhibit A. The primary term begin date for the transportation service hereunder is set forth on Exhibit A. This Agreement will remain in full force and effect through the primary term end date set forth on Exhibit A and, if Exhibit A indicates that an evergreen provision applies, through the established evergreen rollover periods thereafter until terminated in accordance with the notice requirements under the applicable evergreen provision.
5. Non-Conforming Provisions. All aspects in which this Agreement deviates from the Tariff, if any, are set forth as non-conforming provisions on Exhibit B. If Exhibit B includes any

material non-conforming provisions, Transporter will file the Agreement with the Federal Energy Regulatory Commission (Commission) and the effectiveness of such non-conforming provisions will be subject to the Commission acceptance of Transporter's filing of the non-conforming Agreement.

6. Capacity Release. If Shipper is a temporary capacity release Replacement Shipper, any capacity release conditions, including recall rights, are set forth on Exhibit A.
7. Exhibit / Addendum to Service Agreement Incorporation. Exhibit A is attached hereto and incorporated as part of this Agreement. If any other Exhibits apply, as noted on Exhibit A to this Agreement, then such Exhibits also are attached hereto and incorporated as part of this Agreement. If an Addendum to Service Agreement has been generated pursuant to Sections 11.5 or 22.12 of the GT&C of the Tariff, it also is attached hereto and incorporated as part of this Agreement.
8. Regulatory Authorization. Transportation service under this Agreement is authorized pursuant to the Commission regulations set forth on Exhibit A.
9. Superseded Agreements. When this Agreement takes effect, it supersedes, cancels and terminates the following agreement(s): None, but the following Amendments and/or Addendum to Service Agreement which have been executed but are not yet effective are not superseded and are added to and become an Amendment and/or Addendum to this agreement: None

IN WITNESS WHEREOF, Transporter and Shipper have executed this Agreement as of the date first set forth above.

Puget Sound Energy, Inc.	Northwest Pipeline LLC
By: /S/	By: /S/
Name: JOSH JACOBS	Name: JOSEPH HULSE
Title: VP CLEAN ENERGY STRATEGY/PLANNING	Title: VP COMMERCIAL - WESTERN INTERSTATES

EXHIBIT A
Dated September 24, 2026, Effective November 01, 2026
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147352)
between Northwest Pipeline LLC
and Puget Sound Energy, Inc.
SERVICE DETAILS

1. Transportation Contract Demand (CD): 77,999 Dth per day
2. Primary Receipt Point(s):

Point ID	Name	Maximum Daily Quantities (Dth)
297	SUMAS RECEIPT	77,999
	Total	77,999

3. Primary Delivery Point(s):

Point ID	Name	Maximum Daily Delivery Obligation (Dth)	Delivery Pressure (psig)
284	SEDRO/WOOLLEY	22,860	500
640	GRAYS HARBOR METER STATION	20,139	560
990	BELLINGHAM IN-LINE TRANSFER	35,000	0
	Total	77,999	

Specified conditions for Delivery Pressure, pursuant to Section 2.4 of the General Terms and Conditions: None

4. Customer Category:
    a. Large Customer
    b. Incremental Expansion Customer: No
5. Recourse, Discounted Recourse, or Negotiated Rate Transportation Rates:

(Negotiated Rates are on Exhibit D if attached.)

    a. Reservation Charge (per Dth of CD): Maximum Base Tariff Rate, plus applicable surcharges
    b. Volumetric Charge (per Dth): Maximum Base Tariff Rate, plus applicable surcharges
    c. Additional Facility Reservation Surcharge Pursuant to Section 3.4 of Rate Schedule TF-1 (per Dth of CD): None
    d. Rate Discount Conditions Consistent with Section 3.5 of Rate Schedule TF-1: Not Applicable
    e. Negotiated Rate Conditions Consistent with Section 3.7 of Rate Schedule TF-1: Not Applicable
6. Transportation Term:
    a. Primary Term Begin Date: November 01, 2026
    b. Primary Term End Date: October 31, 2041

Specified conditional service agreement extensions pursuant to Section 11.9 of the General Terms and

Conditions of the Tariff: None

c. Evergreen Provision: Yes, standard bi-lateral evergreen under Section 12.2 (a)(iii) and (b)(iii) of Rate Schedule TF-1

7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO:

None

8. Subordinate rights apply as defined in GT&C Section 1 Secondary Firm Service Rights with a Scheduling and Curtailment Priority per GT&C Section 12.1(b)(ii): No
9. Regulatory Authorization: 18 CFR 284.223
10. Additional Exhibits:

Exhibit B Yes
Exhibit C No
Exhibit D No
Exhibit E No

EXHIBIT B
Dated September 24, 2026, Effective November 01, 2026,
(subject to Commission acceptance)
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147352)
between Northwest Pipeline LLC
and Puget Sound Energy, Inc.

NON-CONFORMING PROVISIONS

ARTICLE B-1
CREDIT

B-1.1 Transporter's obligations under this Agreement are contingent upon Shipper's continuing satisfaction of the creditworthiness standard or the collateral alternative set forth in this Article B-I. Any reference to Shipper in this Article B-I shall also refer and apply to its Guarantor if Shipper has provided a guaranty of financial performance as collateral pursuant to Section B-1.8(a).

B-1.2 Upon Transporter's request, Shipper shall furnish annually the up-to-date information specified below ("Credit Information"). In addition, Transporter reserves the right to request Credit Information at any other time if Transporter reasonably believes that Shipper's creditworthiness, collateral, or ability to pay may have deteriorated. Shipper shall furnish complete Credit Information to Transporter within ten (10) days after receiving Transporter's request ("Credit Information Deadline"). Transporter will maintain any non-public data included in Shipper's Credit Information on a confidential basis for one (1) year after its receipt. Credit Information will include:

(a) Financial statements (to include a balance sheet, income statement and statement of cash flow), annual reports, 10-K reports or other financial filings with regulatory agencies. If audited financial statements are not available, then Shipper must provide an attestation by its Chief Financial Officer, Controller, or equivalent that such statements constitute a true, correct and fair representation of the Shipper's financial condition prepared in accordance with Generally Accepted Accounting Principles ("GAAP") or equivalent standard. If the above information is available on the public internet, Shipper instead may provide instructions regarding where such statements may be located by Transporter.
(b) List of affiliates, parent companies and subsidiaries.
(c) Publicly available information from credit reports by credit and bond rating agencies.
(d) Private credit ratings, if obtained by Shipper.
(e) If Shipper does not have a long-term senior unsecured debt rating from Standard & Poor's Corporation ("S&P") or from Moody's Investor Service ("Moody's"), Bank and utility credit references. If Shipper does not have utility references, trade payable vendor references may be substituted.
(f) For state-regulated utility local gas distribution companies, documentation from their respective state regulatory commission (or equivalent authority) of an authorized gas supply cost recovery mechanism that fully recovers both gas commodity and transportation capacity costs and is afforded regulatory asset accounting treatment in accordance with GAAP or equivalent.
(g) Such other information as may be mutually agreed to by the Parties.
Transporter shall not be obligated to consider any information other than that which Shipper provides, but may, in its sole discretion, elect to do so if Transporter believes that the Credit Information provided by Shipper is inaccurate or incomplete.
B-1.3 Transporter shall apply consistent evaluation practices to all similarly situated shippers executing transportation service agreements for service on the Project when determining Shipper's financial ability to perform the payment obligations that may be due Transporter during the term of this Agreement.
B-1.4 Transporter will apply the following standard in determining whether Shipper is creditworthy:
(a) Shipper will be deemed creditworthy if: (i) Shipper has a long-term senior unsecured debt rating of BBB- or better from Standard & Poor's Corporation ("S&P") or Baa3 or better from Moody's Investor Service ("Moody's"), in each case with stable or better outlook (if Shipper is rated by both agencies, then the lower rating shall apply); and (ii) Shipper's Credit Limit determined in accordance with Section B-1.5 is equal to or greater than the Minimum Credit Requirement identified in Section B-1.7; or
(b) Shipper will be considered creditworthy if: (i) Shipper's long-term senior unsecured debt is not rated by S&P or Moody's, but Transporter nevertheless determines based on the results of a thorough evaluation of the information provided by Shipper in Section B-1.2 that Shipper's debt rating is equivalent to

the ratings in Section B-1.4(a)(i); and (ii) Shipper's Credit Limit is equal to or greater than the Minimum Credit Requirement.

B-1.5 If Shipper satisfies either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will establish a credit limit for Shipper based on a thorough evaluation of the Credit Information provided by Shipper in Section B-1.2 relative to Shipper's outstanding credit exposures ("Shipper's Credit Limit"). If Shipper's Credit Limit is less than the Minimum Credit Requirement, then Shipper must provide collateral pursuant to Section B-1.8 in an amount equal to the difference between the Minimum Credit Requirement and Shipper's Credit Limit ("Shipper's Credit Shortfall").

B-1.6 If Shipper does not satisfy either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will not establish a credit limit for Shipper. Rather, Shipper will be required to provide collateral pursuant to Section B-1.8 in an amount equal to the Minimum Credit Requirement.

B-1.7 The "Minimum Credit Requirement" shall equal the Tariff Recourse Rate payable on Shipper's Contract Demand over the next sixty (60) months or the remaining term of this Agreement, whichever is less; provided in no event shall the Minimum Credit Requirement during the Primary Term or any extension thereof be less than the minimum credit support required under Transporter's Tariff.

B-1.8 If Shipper fails or ceases to satisfy either Section B-1.4(a) or B-1.4(b), as applicable, Transporter will notify Shipper of the basis for such determination and the amount of Shipper's Credit Shortfall. Similarly, if Shipper has previously provided collateral pursuant to this Section B-1.8, but such collateral fails or ceases to satisfy the conditions of this Section B-1.8, Transporter will notify Shipper of the basis for such determination and the amount of Shipper's Credit Shortfall. Shipper will have five (5) days after receipt of such notice ("Collateral Deadline") to provide collateral in an amount not less than Shipper's Credit Shortfall in one or more of the acceptable forms described below.

(a) Shipper may provide a guaranty of financial performance, in form and substance satisfactory to Transporter, from one or more guarantors (collectively "Guarantor") that complies with the information requirements in Section B-1.2 and meets the applicable creditworthiness standard in Section B-1.4. Transporter may reevaluate the creditworthiness of Shipper and its Guarantor pursuant to this Article B-I from time to time and will notify Shipper of the results.

(b) A standby irrevocable letter of credit ("LC") in form and substance satisfactory to Transporter, drawn upon a major U.S. bank having assets of at least U.S. $10 billion and with a credit rating of A- or better from S&P or A3 or better from Moody's (if the bank is rated by both agencies, then the lower rating shall apply). Transporter may reevaluate the creditworthiness of Shipper and the bank providing the LC pursuant to this Article B-I from time to time and will notify Shipper of the results.

(c) Shipper may provide a cash security deposit ("Deposit"). Transporter may reevaluate Shipper's creditworthiness pursuant to this Article B-I from time to time and will notify Shipper of the results.

(d) Shipper may provide such other collateral as mutually agreed to in writing by

the Parties on a nondiscriminatory basis.

B-1.9 If Shipper defaults under Section B-1.2 or B-1.8, then Transporter may terminate this Agreement by providing thirty (30) days' notice of termination to Shipper and FERC. However, Shipper may avoid such termination by curing such default within the thirty (30) day notice period. If this Agreement is terminated pursuant to this Section B-1.9, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-II

DISPUTED STATEMENTS

B-2.1 If Shipper should dispute the amount of any statement delivered under this Agreement, then on or before the disputed statement's due date Shipper shall notify Transporter of the dispute and provide documentation identifying the basis for the dispute. In addition, Shipper shall pay the undisputed amount of the statement by its due date and provide notice to Transporter of at least three (3) dates in the next thirty (30) days when a senior manager of Shipper will be available to meet with a senior manager of Transporter to resolve the dispute. If such managers are unable to resolve the dispute withing ten (10) days after their meeting, then either Party may pursue its rights under this Agreement at law or in equity.

B-2.2 Interest on any overpayment or underpayment of the amount finally determined to be due shall accrue at the lesser of one and one-half percent (1.5%) per month or the highest rate permissible under applicable law, calculated daily and compounded monthly. Final determination of the amount due may be reached by either agreement of the Parties or judgment of the court(s).

B-2.3 If Shipper's failure to pay the full amount of any statement when due is determined by judgement of the court(s) to be a default under this Agreement, then Transporter may terminate this Agreement by providing thirty (30) days' notice of termination to Shipper and FERC. If this Agreement is terminated pursuant to this Section B-2.3, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-III

REMEDY FOR SHIPPER'S DEFAULT

B-3.1 If this Agreement is terminated pursuant to Section B-1.9 or B-2.4, then the following shall immediately become due and payable by Shipper to Transporter: the Net Book Value, Remaining Net Negative Salvage, the Make-Whole Fee and Related Income Taxes, as each of these terms is defined in this Article B-III.

B-3.2 "Shipper's Share" means the ratio of Shipper's Transportation Contract Demand (as specified in Exhibit "A" to this Agreement) to the total transportation contract demand of all shippers holding effective transportation service agreements for similar service.

B-3.3 "Net Book Value" means Shipper's Share of Transporter's total gross investment in the Project less the depreciation that has been included in the Tariff Recourse Rate paid by Shipper under this Agreement. The Net Book Value will not be reduced by any net negative salvage already collected.

B-3.4 "Remaining Net Negative Salvage" means Shipper's Share of the present value of the net negative salvage charge that would have been collected in the Tariff Recourse Rate through

the Primary Term of this Agreement. The cash flow discount factor for the present value calculation will be a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes).

B-3.5 "Make-Whole Fee" means an amount equal to the Net Book Value multiplied by a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes) multiplied by three (3) years. The Parties agree that the Make-Whole Fee approximates the lost return on investment that Transporter will suffer from the time it receives the Net Book Value from Shipper until the time, if any, when the Net Book Value can be redeployed by Transporter in a similar project earning a similar return. The Parties acknowledge that it will be difficult, if not impossible, to determine the exact time it will take Transporter to identify, negotiate, design, permit, construct and place in service a similar project, or the exact return that Transporter will be able to earn on a similar project. Therefore, the Parties agree that the Make-Whole Fee represents a reasonable and good faith estimate of Transporter's actual damages, constitutes liquidated damages, and is not a penalty. If this Agreement is terminated during the last three (3) years of its Primary Term, then the three (3) year multiplier used in deriving the Make Whole Fee will be reduced to correspond to the remaining Primary Term of this Agreement.

B-3.6 "Related Income Taxes" means the current federal and state income taxes resulting from Shipper's payment to Transporter of the Net Book Value, the Remaining Net Negative Salvage and the Make-Whole Fee less the income tax benefit received by Transporter from Transporter's ownership of the Project. The income tax benefit received by Transporter from ownership of the Project is the present value of any future tax benefits received by Transporter from the tax depreciation of the Project after termination of this Agreement, discounted at a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes). The Related Income Taxes also include a gross-up calculation to cover the federal and state income taxes that Transporter must pay on the Related Income Taxes that Transporter collects from Shipper.

B-3.7 EXCEPT AS PROVIDED IN THIS ARTICLE B-III, NEITHER PARTY WILL BE LIABLE TO THE OTHER PARTY UNDER THIS AGREEMENT FOR ANY SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE OR EXEMPLARY DAMAGES, INCLUDING LOST PROFITS, WHETHER IN CONTRACT, TORT, STRICT LIABILITY OR OTHERWISE, EVEN IF SUCH PARTY WAS AWARE OF THE LIKELIHOOD OF SUCH DAMAGES.

ARTICLE B-IV
MISCELLANEOUS

B-4.1 This Agreement shall be governed by and construed in accordance with the laws of the State of Washington without giving effect to any choice or conflict of law provision or rule that would cause the laws of any other jurisdiction to apply.

B-4.2 The provisions of this Agreement shall be considered as prepared through the joint efforts of the Parties and shall not be construed against either Party because of the preparation or drafting thereof.

B-4.3 If any provision of this Agreement is held to be unenforceable by a court or regulatory body of competent jurisdiction, then the remaining provisions of this Agreement will remain in full force and effect.

B-4.4 No waiver by either Party of any one or more defaults by the other in the performance of any provisions of this Agreement will operate or be construed as a waiver of any other default

or defaults, whether of a like or of a different character.

B-4.5 Any lawsuit, action or proceeding arising out of or relating to this Agreement shall be instituted in the federal courts of the United States of America or the courts of the State of Washington in each case located in Seattle, King County, Washington, and each Party irrevocably submits to the exclusive jurisdiction of such courts in any such lawsuit, action or proceeding.

B-4.6 The prevailing Party in any lawsuit, action or proceeding brought to enforce this Agreement or collect any amount due under this Agreement shall be entitled to recover its reasonable attorneys' fees, expert witnesses' fees and other expenses incurred at trial and any appeal.

Non Conforming Service Agreements

Q

Non-Conforming Service Agreements

Questar Gas

Rate Schedule TF-1 Service Agreement
Contract No. 147197

THIS SERVICE AGREEMENT (Agreement) by and between Northwest Pipeline LLC (Transporter) and Questar Gas (Shipper) is made and entered into on June 08, 2026.

WHEREAS:

A. Pursuant to Transporter's open season for the Ryckman Creek Loop Project (RCL Project) posted May 15, 2023, Shipper requested to acquire, and was awarded, 25,000 Dth/d from the Stanfield Receipt point to the Crossover 16 delivery point, with segmentation rights at the Double D receipt/delivery points, effective upon the in-service date of the RCL Project.

THEREFORE, in consideration of the premises and mutual covenants set forth herein, Transporter and Shipper agree as follows:

1. Tariff Incorporation. Rate Schedule TF-1 and the General Terms and Conditions (GT&C) that apply to Rate Schedule TF-1, as such may be revised from time to time in Transporter's FERC Gas Tariff (Tariff), are incorporated by reference as part of this Agreement, except to the extent that any provisions thereof may be modified by non-conforming provisions herein.
2. Transportation Service. Subject to the terms and conditions that apply to service under this Agreement, Transporter agrees to receive, transport and deliver natural gas for Shipper, on a firm basis. The Transportation Contract Demand, the Maximum Daily Quantity at each Primary Receipt Point, and the Maximum Daily Delivery Obligation at each Primary Delivery Point are set forth on Exhibit A. If contract-specific OFO parameters are set forth on Exhibit A, whenever Transporter requests during the specified time period, Shipper agrees to flow gas as requested by Transporter, up to the specified volume through the specified transportation corridor.
3. Transportation Rates. Shipper agrees to pay Transporter for all services rendered under this Agreement at the rates set forth or referenced herein. Reservation charges apply to the Transportation Contract Demand set forth on Exhibit A. The Maximum Base Tariff Rates (Recourse Rates) set forth in the Statement of Rates in the Tariff, as revised from time to time, that apply to the Rate Schedule TF-1 customer category identified on Exhibit A, will apply to service hereunder unless and to the extent that discounted Recourse Rates or awarded capacity release rates apply as set forth on Exhibit A or negotiated rates apply as set forth on Exhibit D. Additionally, if applicable under Section 21 or 29 of the GT&C, Shipper agrees to pay Transporter a facilities charge as set forth on Exhibit C.
4. Transportation Term. This Agreement becomes effective on the effective date set forth on Exhibit A. The primary term begin date for the transportation service hereunder is set forth on Exhibit A. This Agreement will remain in full force and effect through the primary term end date set forth on Exhibit A and, if Exhibit A indicates that an evergreen provision applies, through the established evergreen rollover periods thereafter until terminated in accordance with the notice requirements under the applicable evergreen provision.
5. Non-Conforming Provisions. All aspects in which this Agreement deviates from the Tariff, if

any, are set forth as non-conforming provisions on Exhibit B. If Exhibit B includes any material non-conforming provisions, Transporter will file the Agreement with the Federal Energy Regulatory Commission (Commission) and the effectiveness of such non-conforming provisions will be subject to the Commission acceptance of Transporter's filing of the non-conforming Agreement.

6. Capacity Release. If Shipper is a temporary capacity release Replacement Shipper, any capacity release conditions, including recall rights, are set forth on Exhibit A.
7. Exhibit / Addendum to Service Agreement Incorporation. Exhibit A is attached hereto and incorporated as part of this Agreement. If any other Exhibits apply, as noted on Exhibit A to this Agreement, then such Exhibits also are attached hereto and incorporated as part of this Agreement. If an Addendum to Service Agreement has been generated pursuant to Sections 11.5 or 22.12 of the GT&C of the Tariff, it also is attached hereto and incorporated as part of this Agreement.
8. Regulatory Authorization. Transportation service under this Agreement is authorized pursuant to the Commission regulations set forth on Exhibit A.
9. Superseded Agreements. When this Agreement takes effect, it supersedes, cancels and terminates the following agreement(s): None, but the following Amendments and/or Addendum to Service Agreement which have been executed but are not yet effective are not superseded and are added to and become an Amendment and/or Addendum to this agreement: None

IN WITNESS WHEREOF, Transporter and Shipper have executed this Agreement as of the date first set forth above.

Questar Gas	Northwest Pipeline LLC
By: /S/	By: /S/
Name: STEVEN WALL	Name: MARK MOHAN
Title: MANAGER GAS SUPPLY	Title: MANAGER COMMERCIAL SERVICES

EXHIBIT A
Dated June 08, 2026, Effective November 01, 2026
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147197)
between Northwest Pipeline LLC
and Questar Gas

SERVICE DETAILS

1. Transportation Contract Demand (CD): 25,000 Dth per day
2. Primary Receipt Point(s):

Point ID	Name	Maximum Daily Quantities (Dth)
187	STANFIELD RECEIPT	25,000
	Total	25,000

3. Primary Delivery Point(s):

Point ID	Name	Maximum Daily Delivery Obligation (Dth)	Delivery Pressure (psig)
82	CROSSOVER 16 DELIVERY	25,000	450
	Total	25,000	

Specified conditions for Delivery Pressure, pursuant to Section 2.4 of the General Terms and Conditions: None

4. Customer Category:
    a. Large Customer
    b. Incremental Expansion Customer: No
5. Recourse, Discounted Recourse, or Negotiated Rate Transportation Rates:

(Negotiated Rates are on Exhibit D if attached.)

    a. Reservation Charge (per Dth of CD): $0.30, plus applicable surcharges
    b. Volumetric Charge (per Dth): Maximum Base Tariff Rate, plus applicable surcharges
    c. Additional Facility Reservation Surcharge Pursuant to Section 3.4 of Rate Schedule TF-1 (per Dth of CD): None
    d. Rate Discount Conditions Consistent with Section 3.5 of Rate Schedule TF-1: The Discount Rate remains applicable no matter which receipt and delivery locations are used by Shipper or by Replacement Shipper(s).

The Discount Rate in Section 5.a. above will take effect on the Primary Term Begin Date and will remain in effect for a period of ten (10) years, thereafter, the Recourse Rates will apply to this Agreement. In addition to the Discount Rate in Section 5.a. above, Shipper will also pay any fuel reimbursement charge and other charges (i.e., CRM Surcharge, scheduled overrun, ACA, penalties, etc.) approved by FERC under Rate Schedule TF-1 of the Tariff, as the same may be adjusted from time to time with FERC's approval. If the Recourse Reservation Rate should ever become less than the Discount Rate in Section 5.a., then the Discount Rate shall equal the Recourse Reservation Rate for as long as it is below the Discount Rate.

    e. Negotiated Rate Conditions Consistent with Section 3.7 of Rate Schedule TF-1: Not Applicable
6. Transportation Term:
    a. Primary Term Begin Date: Upon the later of the actual in-service date of the required new RCL Project or November 1, 2026.

b. Primary Term End Date: Ten years following the Primary Term Begin Date.

Specified conditional service agreement extensions pursuant to Section 11.9 of the General Terms and Conditions of the Tariff: None

c. Evergreen Provision: Yes, standard bi-lateral evergreen under Section 12.2 (a)(iii) and (b)(iii) of Rate Schedule TF-1

7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO:

None

8. Subordinate rights apply as defined in GT&C Section 1 Secondary Firm Service Rights with a Scheduling and Curtailment Priority per GT&C Section 12.1(b)(ii): No
9. Regulatory Authorization: 18 CFR 284.223
10. Additional Exhibits:

Exhibit B Yes
Exhibit C No
Exhibit D No
Exhibit E No

EXHIBIT B
Dated June 08, 2026, Effective November 01, 2026,

(subject to Commission acceptance)
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147197)
between Northwest Pipeline LLC
and Questar Gas

NON-CONFORMING PROVISIONS
Segmentation Rights
Pursuant to Transporter's open season for the Ryckman Creek Loop Project (RCL Project) posted May 15, 2023, Transporter herein agrees to provide Shipper with segmentation rights at the Double D receipt/delivery points, effective upon the in-service date of the RCL Project for the duration of this Agreement pursuant to Section 13, "Segmentation", of Rate Schedule TF-1 in Transporter's FERC Gas Tariff.

Credit Provisions
ARTICLE B-I
CREDIT
B-1.1 Transporter’s obligations under this Agreement are contingent upon Shipper’s continuing satisfaction of the creditworthiness standard or the collateral alternative set forth in this Article B-I. Any reference to Shipper in this Article B-I shall also refer and apply to its Guarantor if Shipper has provided a guaranty of financial performance as collateral pursuant to Section B-1.8(a).

B-1.2 Upon Transporter's request, Shipper shall furnish annually the up-to-date information specified below (" Credit Information "). In addition, Transporter reserves the right to request Credit Information at any other time if Transporter reasonably believes that Shipper's creditworthiness, collateral, or ability to pay may have deteriorated. Shipper shall furnish complete Credit Information to Transporter within ten (10) days after receiving Transporter's request (" Credit Information Deadline "). Transporter will maintain any non-public data included in Shipper's Credit Information on a confidential basis for one (1) year after its receipt. Credit Information will include:

(a) Financial statements (to include a balance sheet, income statement and statement of cash flow), annual reports, 10-K reports or other financial filings with regulatory agencies. If audited financial statements are not available, then Shipper must provide an attestation by its Chief Financial Officer, Controller, or equivalent that such statements constitute a true, correct and fair representation of the Shipper's financial condition prepared in accordance with Generally Accepted Accounting Principles (" GAAP ") or equivalent standard. If the above information is available on the public internet, Shipper instead may provide instructions regarding where such statements may be located by Transporter.

(b) List of affiliates, parent companies and subsidiaries.

(c) Publicly available information from credit reports by credit and bond rating agencies.

(d) Private credit ratings, if obtained by Shipper.

(e) Bank and utility credit references. If Shipper does not have utility references, trade payable vendor references may be substituted.

(f) For state-regulated utility local gas distribution companies, documentation from their respective state regulatory commission(s) (or equivalent authority) of an authorized gas supply cost recovery mechanism that fully recovers both gas commodity and transportation capacity costs and is afforded regulatory asset accounting treatment in accordance with GAAP or equivalent.

(g) Such other information as may be mutually agreed to by the Parties.

Transporter shall not be obligated to consider any information other than that which Shipper provides, but may, in its sole discretion, elect to do so if Transporter believes that the Credit Information provided by Shipper is inaccurate or incomplete.

B-1.3 Transporter shall apply consistent evaluation practices to all similarly situated shippers executing transportation service agreements for service on the RCL Project when determining Shipper's financial ability to perform the payment obligations that may be due Transporter during the term of this Agreement.

B-1.4 Transporter will apply the following standard in determining whether Shipper is creditworthy:

(a) Shipper will be deemed creditworthy if: (i) Shipper has a long-term senior unsecured debt rating of BBB- or better from Standard & Poor's Corporation (" S&P ") or Baa3 or better from Moody's Investor Service (" Moody's ") (if Shipper is rated by both agencies, then the lower rating shall apply); and (ii) Shipper's Credit Limit determined in accordance with Section B-1.5 is equal to or greater than the Minimum Credit Requirement identified in Section B-1.7; or

(b) Shipper will be considered creditworthy if: (i) Shipper's long-term senior unsecured debt is not rated by S&P or Moody's, but Transporter nevertheless determines based on the results of a thorough evaluation of the information provided by Shipper in Section B-1.2 that Shipper's debt rating is equivalent to the ratings in Section B-1.4(a)(i); and (ii) Shipper's Credit Limit is equal to or greater than the Minimum Credit Requirement.

B-1.5 If Shipper satisfies either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will establish a credit limit for Shipper based on a thorough evaluation of the Credit Information provided by Shipper in Section B-1.2 relative to Shipper's outstanding credit exposures (" Shipper's Credit Limit "). If Shipper's Credit Limit is less than the Minimum Credit Requirement, then Shipper must provide collateral pursuant to Section B-1.8 in an amount equal to the difference between the Minimum Credit Requirement and Shipper's Credit Limit (" Shipper's Credit Shortfall ").

B-1.6 If Shipper does not satisfy either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will not establish a credit limit for Shipper. Rather, Shipper will be required to provide collateral pursuant to Section B-1.8 in an amount equal to the Minimum Credit Requirement.

B-1.7 The " Minimum Credit Requirement " shall equal the *Negotiated Reservation Rate* payable on Shipper's Contract Demand over the next sixty (60) months or the remaining term of this Agreement, whichever is less; provided in no event shall the Minimum Credit Requirement during the Primary Term or any extension thereof be less than the minimum credit support required under Transporter's Tariff.

B-1.8 If Shipper fails or ceases to satisfy either Section B-1.4(a) or B-1.4(b), as applicable, Transporter will notify Shipper of the basis for such determination and the amount of Shipper's Credit Shortfall. Similarly, if Shipper has previously provided collateral pursuant to this Section B-1.8, but such collateral fails or ceases to satisfy the conditions of this Section B-1.8, Transporter will notify Shipper of the basis for such determination and the amount of Shipper's Credit Shortfall. Shipper will have fifteen (15) days after receipt of such notice (" Collateral Deadline ") to provide collateral in an amount not less than Shipper's Credit Shortfall in one or more of the acceptable forms described below.

(a) Shipper may provide a guaranty of financial performance, in form and substance satisfactory to Transporter, from one or more guarantors (collectively " Guarantor ") that complies with the information requirements in Section B-1.2 and meets the applicable creditworthiness standard in Section B-1.4. Transporter may reevaluate the creditworthiness of Shipper and its Guarantor pursuant to this Article B-I from time to time and will notify Shipper of the results.

(b) A standby irrevocable letter of credit (" LC ") in form and substance satisfactory to Transporter, drawn upon a major U.S. bank having assets of at least U.S. $10 billion and with a credit rating of A or better from S&P or A3 or better from Moody's (if the bank is rated by both agencies, then the lower rating shall apply). Transporter may reevaluate the creditworthiness of Shipper and the bank providing the LC pursuant to this Article B-I from time to time and will notify Shipper of the results.

(c) Shipper may provide a cash security deposit (" Deposit "). Transporter may reevaluate Shipper's creditworthiness pursuant to this Article B-I from time to time and will notify Shipper of the results.

(d) Shipper may provide such other collateral as mutually agreed to in writing by the Parties on a nondiscriminatory basis.

B-1.9 If Shipper defaults under Section B-1.2 or B-1.8, then Transporter may terminate this Agreement by providing thirty (30) days' notice of termination to Shipper and FERC. However, Shipper may avoid such termination by curing such default within the thirty (30) day notice period. If this Agreement is terminated pursuant to this Section B-1.9, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-

IV of this Agreement.

ARTICLE B-II
DISPUTED STATEMENTS

B-2.1 If Shipper should dispute the amount of any statement delivered under this Agreement, then on or before the disputed statement's due date Shipper shall notify Transporter of the dispute and provide documentation identifying the basis for the dispute. In addition, Shipper shall pay by the statement's due date:

(a) The full amount of the statement, subject to refund with interest on the refunded amount upon final determination of the dispute in Shipper's favor; or

(b) Such amount of the statement as Shipper concedes to be correct and, within ten (10) days after the statements due date, furnish a surety bond from a surety having an A.M. Best credit rating of "A" or better, guarantying payment to Transporter of the withheld amount with interest upon final determination of the dispute in Transporter's favor.

B-2.2 Interest on any overpayment or underpayment of the amount finally determined to be due shall accrue at the lesser of one and one-half percent (1.5%) per month or the highest rate permissible under applicable law, calculated daily and compounded monthly. Final determination of the amount due may be reached by either agreement of the Parties or judgment of the courts.

B-2.3 If Shipper posts a surety bond and the amount finally determined to be due Transporter is less than or equal to the amount that Shipper asserted in its documentation as being the correct amount due, then Transporter shall reimburse Shipper the premium paid by Shipper for the surety bond.

B-2.4 Except as permitted in Section B-2.1(b), Shipper's failure to pay the full amount of any statement when due shall be deemed a default under this Agreement. Upon such default, Transporter may terminate this Agreement by providing thirty (30) days' notice of termination to Shipper and FERC. However, Shipper may avoid such termination by taking one of the following actions within the thirty (30) day notice period:

(a) Not disputing the statement and paying the full amount due together with interest at the rate set forth in Section B-2.2; or

(b) Disputing the statement in compliance with Section B-2.1(a) or B-2.1(b); provided Shipper's delay in complying with Section B-2.1(a) or B-2.1(b) shall be deemed a waiver of Shipper's right to recover any interest or bond premium under Section B-2.1(a) or B-2.1(b).

If this Agreement is terminated pursuant to this Section B-2.4, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-III
REMEDY FOR SHIPPER'S DEFAULT

B-3.1 If this Agreement is terminated pursuant to Section B-1.9 or B-2.4, then the following shall immediately become due and payable by Shipper to Transporter: the Net Book Value, Remaining Net Negative Salvage, the Make-Whole Fee and Related Income Taxes, as each of these terms is defined in this Article B-III.

B-3.2 " Shipper's Share " means the ratio of Shipper's Transportation Contract Demand (as specified in Exhibit "A" to this Agreement) to the total transportation contract demand of all shippers holding effective transportation service agreements for similar service.

B-3.3 " Net Book Value " means Shipper's Share of Transporter's total gross investment in the RCL

Project less the depreciation that has been included in the *Negotiated Reservation Rate* paid by Shipper under this Agreement. The Net Book Value will not be reduced by any net negative salvage already collected.

B-3.4 " Remaining Net Negative Salvage " means Shipper's Share of the present value of the net negative salvage charge that would have been collected in the *Negotiated Reservation Rate* through the Primary Term of this Agreement. The cash flow discount factor for the present value calculation will be a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes).

B-3.5 " Make-Whole Fee " means an amount equal to the Net Book Value multiplied by a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes) multiplied by three (3) years. The Parties agree that the Make-Whole Fee approximates the lost return on investment that Transporter will suffer from the time it receives the Net Book Value from Shipper until the time, if any, when the Net Book Value can be redeployed by Transporter in a similar project earning a similar return. The Parties acknowledge that it will be difficult, if not impossible, to determine the exact time it will take Transporter to identify, negotiate, design, permit, construct and place in service a similar project, or the exact return that Transporter will be able to earn on a similar project. Therefore, the Parties agree that the Make-Whole Fee represents a reasonable and good faith estimate of Transporter's actual damages, constitutes liquidated damages, and is not a penalty. Transporter will not be obligated to mitigate the Make-Whole Fee. If this Agreement is terminated during the last three (3) years of its Primary Term, then the three (3) year multiplier used in deriving the Make-Whole Fee will be reduced to correspond to the remaining Primary Term of this Agreement.

B-3.6 " Related Income Taxes " means the current federal and state income taxes resulting from Shipper's payment to Transporter of the Net Book Value, the Remaining Net Negative Salvage and the Make-Whole Fee less the income tax benefit received by Transporter from Transporter's ownership of the RCL Project. The income tax benefit received by Transporter from ownership of the RCL Project is the present value of any future tax benefits received by Transporter from the tax depreciation of the RCL Project after termination of this Agreement, discounted at a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes). The Related Income Taxes also include a gross-up calculation to cover the federal and state income taxes that Transporter must pay on the Related Income Taxes that Transporter collects from Shipper.

B-3.7 EXCEPT AS PROVIDED IN THIS ARTICLE B-III, NEITHER PARTY WILL BE LIABLE TO THE OTHER PARTY UNDER THIS AGREEMENT FOR ANY SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE OR EXEMPLARY DAMAGES, INCLUDING LOST PROFITS, WHETHER IN CONTRACT, TORT, STRICT LIABILITY OR OTHERWISE, EVEN IF SUCH PARTY WAS AWARE OF THE LIKELIHOOD OF SUCH DAMAGES.

ARTICLE B-IV
MISCELLANEOUS

B-4.1 This Agreement shall be governed by and construed in accordance with the laws of the State of Texas without giving effect to any choice or conflict of law provision or rule that would cause the laws of any other jurisdiction to apply.

B-4.2 The provisions of this Agreement shall be considered as prepared through the joint efforts of the Parties and shall not be construed against either Party as a result of the preparation or drafting thereof.

B-4.3 If any provision of this Agreement is held to be unenforceable by a court or regulatory body of competent jurisdiction, then the remaining provisions of this Agreement will remain in full force and effect.

B-4.4 No waiver by either Party of any one or more defaults by the other in the performance of any provisions of this Agreement will operate or be construed as a waiver of any other default or defaults, whether of a like or of a different character.

B-4.5 Any lawsuit, action or proceeding arising out of or relating to this Agreement shall be instituted in the federal courts of the United States of America or the courts of the State of Texas in each case located in Houston, Harris County, Texas, and each Party irrevocably submits to the exclusive jurisdiction of such courts in any such lawsuit, action or proceeding.

B-4.6 The prevailing Party in any lawsuit, action or proceeding brought to enforce this Agreement or collect any amount due under this Agreement shall be entitled to recover its reasonable attorneys' fees, expert witnesses' fees and other expenses incurred at trial and any appeal.

B-4.7 Transporter will not file or cause to be filed with FERC under Section 4 of the Natural Gas Act ("NGA") any request to change the Discounted Rates provided under this Agreement. Shipper will not file or cause to be filed with FERC under Section 5 of the NGA, any request to change the Discounted Rates provided under this Agreement. In the event of a challenge by a third party regarding the Discounted Rates provided under this Agreement, and upon written request from Transporter, Shipper will file in support of such rates in Transporter's rate case filed under either Section 4 or 5 of the NGA during the term that such rates apply. For rate cases that involve a pre-filed settlement, Shipper agrees to support the Discounted Rates provided under this Agreement during the pre-settlement process

NON-CONFORMING SERVICE AGREEMENTS (Continued)

Name of Shipper/Agreement No.	Rate Schedule	Agreement/ Amendment Date	Date Filed
FortisBC Energy Inc. (No. 135562)	TF-1	04/19/07	07/21/08
Idaho Power Company (No. 126442)	TF-1	03/22/01 05/02/07 (2)	06/08/07
Idaho Power Company (No. 126951)	TF-1	08/02/01 03/02/09 (2)	05/01/09
Idaho Power Company (No. 138369)	TF-1	04/06/10	04/28/10
Idaho Power Company (No. 138370)	TF-1	04/06/10	04/28/10
Idaho Power Company (No. 138390)	TF-1	04/15/10	04/28/10
Idaho Power Company (No. 139664)	TF-1	09/25/12	09/28/12
Idaho Power Company (No. 145985)	TF-1	04/01/25	03/20/25
Idaho Power Company (No. 145986)	TF-1	11/01/25	10/01/25
Idaho Power Company (No. 147199)	TF-1	11/01/26	09/30/26

(1) Amendment incorporates the non-conforming provisions.
(2) Original Service Agreement, as amended, was restated in the revised Form of Service Agreement format on the listed date.

NON-CONFORMING SERVICE AGREEMENTS (Continued)

Name of Shipper/Agreement No.	Rate Schedule	Agreement/ Amendment Date	Date Filed
PacifiCorp (No. 129875)	TF-1	08/01/01 11/12/07	07/21/08
PacifiCorp (No. 146120)	TF-1	04/01/26	02/26/26
PacifiCorp (No. 146121)	TF-1	04/01/26	02/26/26
Puget Sound Energy, Inc. (No. 135434)	TF-1	03/05/07 03/10/09 (2)	05/01/09
Puget Sound Energy, Inc. (No. 140415)	TF-1	06/26/14	11/19/14
Puget Sound Energy, Inc. (No. 140766)	TF-1	04/22/15	09/21/15
Puget Sound Energy, Inc. (No. 140910)	TF-1	10/13/15	10/28/15
Puget Sound Energy, Inc. (No. 143077)	TF-1	09/27/19	10/01/19
Puget Sound Energy, Inc. (No. 145550)	TF-1	11/02/23	01/24/24
Puget Sound Energy, Inc. (No. 147352)	TF-1	11/01/26	09/30/26
Questar Gas (No. 147197)	TF-1	11/01/26	09/30/26
Shell Energy North America (US), LP (No. 134510)	TF-2	05/01/06	05/05/06
Southwest Gas Corporation (No. 100048)	TF-1	06/01/91 06/25/19	07/23/19

(2) Original Service Agreement, as amended, was restated in the revised Form of Service Agreement format on the listed date.

Rate Schedule TF-1 Service Agreement
Contract No. 147199

THIS SERVICE AGREEMENT (Agreement) by and between Northwest Pipeline LLC (Transporter) and Idaho Power Company (Shipper) is made and entered into on June 10, 2026.

WHEREAS:

A. Pursuant to Transporter's open season for the Ryckman Creek Loop Project (RCL Project) posted May 15, 2023, Shipper requested to acquire, and was awarded, 25,500 Dth/d from the Stanfield Receipt point to the Kern River Muddy Creek delivery point, with segmentation rights at the Double D receipt/delivery points, effective upon the in-service date of the RCL Project.

THEREFORE, in consideration of the premises and mutual covenants set forth herein, Transporter and Shipper agree as follows:

1. Tariff Incorporation. Rate Schedule TF-1 and the General Terms and Conditions (GT&C) that apply to Rate Schedule TF-1, as such may be revised from time to time in Transporter's FERC Gas Tariff (Tariff), are incorporated by reference as part of this Agreement, except to the extent that any provisions thereof may be modified by non-conforming provisions herein.
2. Transportation Service. Subject to the terms and conditions that apply to service under this Agreement, Transporter agrees to receive, transport and deliver natural gas for Shipper, on a firm basis. The Transportation Contract Demand, the Maximum Daily Quantity at each Primary Receipt Point, and the Maximum Daily Delivery Obligation at each Primary Delivery Point are set forth on Exhibit A. If contract-specific OFO parameters are set forth on Exhibit A, whenever Transporter requests during the specified time period, Shipper agrees to flow gas as requested by Transporter, up to the specified volume through the specified transportation corridor.
3. Transportation Rates. Shipper agrees to pay Transporter for all services rendered under this Agreement at the rates set forth or referenced herein. Reservation charges apply to the Transportation Contract Demand set forth on Exhibit A. The Maximum Base Tariff Rates (Recourse Rates) set forth in the Statement of Rates in the Tariff, as revised from time to time, that apply to the Rate Schedule TF-1 customer category identified on Exhibit A, will apply to service hereunder unless and to the extent that discounted Recourse Rates or awarded capacity release rates apply as set forth on Exhibit A or negotiated rates apply as set forth on Exhibit D. Additionally, if applicable under Section 21 or 29 of the GT&C, Shipper agrees to pay Transporter a facilities charge as set forth on Exhibit C.
4. Transportation Term. This Agreement becomes effective on the effective date set forth on Exhibit A. The primary term begin date for the transportation service hereunder is set forth on Exhibit A. This Agreement will remain in full force and effect through the primary term end date set forth on Exhibit A and, if Exhibit A indicates that an evergreen provision applies, through the established evergreen rollover periods thereafter until terminated in accordance with the notice requirements under the applicable evergreen provision.

5. Non-Conforming Provisions. All aspects in which this Agreement deviates from the Tariff, if any, are set forth as non-conforming provisions on Exhibit B. If Exhibit B includes any material non-conforming provisions, Transporter will file the Agreement with the Federal Energy Regulatory Commission (Commission) and the effectiveness of such non-conforming provisions will be subject to the Commission acceptance of Transporter's filing of the non-conforming Agreement.
6. Capacity Release. If Shipper is a temporary capacity release Replacement Shipper, any capacity release conditions, including recall rights, are set forth on Exhibit A.
7. Exhibit / Addendum to Service Agreement Incorporation. Exhibit A is attached hereto and incorporated as part of this Agreement. If any other Exhibits apply, as noted on Exhibit A to this Agreement, then such Exhibits also are attached hereto and incorporated as part of this Agreement. If an Addendum to Service Agreement has been generated pursuant to Sections 11.5 or 22.12 of the GT&C of the Tariff, it also is attached hereto and incorporated as part of this Agreement.
8. Regulatory Authorization. Transportation service under this Agreement is authorized pursuant to the Commission regulations set forth on Exhibit A.
9. Superseded Agreements. When this Agreement takes effect, it supersedes, cancels and terminates the following agreement(s): None, but the following Amendments and/or Addendum to Service Agreement which have been executed but are not yet effective are not superseded and are added to and become an Amendment and/or Addendum to this agreement: None

IN WITNESS WHEREOF, Transporter and Shipper have executed this Agreement as of the date first set forth above.

Idaho Power Company	Northwest Pipeline LLC
By: /S/	By: /S/
Name: RYAN ADELMAN	Name: MARK MOHAN
Title: Vice President of Power Supply	Title: MANAGER COMMERCIAL SERVICES

EXHIBIT A
Dated June 10, 2026, Effective November 01, 2026
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147199)
between Northwest Pipeline LLC
and Idaho Power Company

SERVICE DETAILS

1. Transportation Contract Demand (CD): 25,500 Dth per day

2. Primary Receipt Point(s):

Point ID	Name	Maximum Daily Quantities (Dth)
187	STANFIELD RECEIPT	25,500
	Total	25,500

3. Primary Delivery Point(s):

Point ID	Name	Maximum Daily Delivery Obligation (Dth)	Delivery Pressure (psig)
92	KERN RIVER MUDDY CREEK DELIV.	25,500	450
	Total	25,500	

Specified conditions for Delivery Pressure, pursuant to Section 2.4 of the General Terms and Conditions: None

4. Customer Category:
   a. Large Customer
   b. Incremental Expansion Customer: No
5. Recourse, Discounted Recourse, or Negotiated Rate Transportation Rates: (Negotiated Rates are on Exhibit D if attached.)
   a. Reservation Charge (per Dth of CD): $0.30, plus applicable surcharges
   b. Volumetric Charge (per Dth): Maximum Base Tariff Rate, plus applicable surcharges
   c. Additional Facility Reservation Surcharge Pursuant to Section 3.4 of Rate Schedule TF-1 (per Dth of CD): None
   d. Rate Discount Conditions Consistent with Section 3.5 of Rate Schedule TF-1: The Discount Rate remains applicable no matter which receipt and delivery locations are used by Shipper or by Replacement Shipper(s).

The Discount Rate in Section 5.a. above will take effect on the Primary Term Begin Date and will remain in effect for a period of ten (10) years, thereafter, the Recourse Rates will apply to this Agreement. In addition to the Discount Rate in Section 5.a. above, Shipper will also pay any fuel reimbursement charge and other charges (i.e., CRM Surcharge, scheduled overrun, ACA, penalties, etc.) approved by FERC under Rate Schedule TF-1 of the Tariff, as the same may be adjusted from time to time with FERC's approval. If the Recourse Reservation Rate should ever become less than the Discount Rate in Section 5.a., then the Discount Rate shall equal the Recourse Reservation Rate for as long as it is below the Discount Rate.

   e. Negotiated Rate Conditions Consistent with Section 3.7 of Rate Schedule TF-1: Not Applicable
6. Transportation Term:

a. Primary Term Begin Date: Upon the later of the actual in-service date of the required new RCL Project or November 1, 2026.
b. Primary Term End Date: Ten years following the Primary Term Begin Date.

Specified conditional service agreement extensions pursuant to Section 11.9 of the General Terms and Conditions of the Tariff: None

c. Evergreen Provision: Yes, see Exhibit B

7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO:

None

8. Subordinate rights apply as defined in GT&C Section 1 Secondary Firm Service Rights with a Scheduling and Curtailment Priority per GT&C Section 12.1(b)(ii): No
9. Regulatory Authorization: 18 CFR 284.223
10. Additional Exhibits:

Exhibit B Yes
Exhibit C No
Exhibit D No
Exhibit E No

EXHIBIT B
Dated June 10, 2026, Effective November 01, 2026,

(subject to Commission acceptance)
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147199)
between Northwest Pipeline LLC
and Idaho Power Company

NON-CONFORMING PROVISIONS

Segmentation Rights

Pursuant to Transporter's open season for the Ryckman Creek Loop Project (RCL Project) posted May 15, 2023, Transporter herein agrees to provide Shipper with segmentation rights at the Double D receipt/delivery points, effective upon the in-service date of the RCL Project for the duration of this Agreement pursuant to Section 13, "Segmentation", of Rate Schedule TF-1 in Transporter's FERC Gas Tariff.

Termination Rights

Shipper will have the unilateral right to terminate this Agreement in its entirety upon the primary term end date or upon the conclusion of any evergreen rollover period thereafter by giving written notice to Transporter so stating at least three years before the termination date.

Credit Provisions

ARTICLE B-I
Credit

B-1.1 Transporter's obligations under this Agreement are contingent upon Shipper's continuing satisfaction of the creditworthiness standard or the collateral alternative set forth in this Article B-I. Any reference to Shipper in this Article B-I shall also refer and apply to its Guarantor if Shipper has provided a guaranty of financial performance as collateral pursuant to Section B-1.8(a).

B-1.2 Upon Transporter's request, Shipper shall furnish annually the up-to-date information specified below (" Credit Information "). In addition, Transporter reserves the right to request Credit Information at any other time if Transporter reasonably believes that Shipper's creditworthiness, collateral, or ability to pay may have deteriorated. Shipper shall furnish complete Credit Information to Transporter within ten (10) days after receiving Transporter's request (" Credit Information Deadline "). Transporter will maintain any non-public data included in Shipper's Credit Information on a confidential basis for one (1) year after its receipt. Credit Information will include:

(a) Financial statements (to include a balance sheet, income statement and statement of cash flow), annual reports, 10-K reports or other financial filings with regulatory agencies. If audited financial statements are not available, then Shipper must provide an attestation by its Chief Financial Officer, Controller, or equivalent that such statements constitute a true, correct and fair representation of the Shipper's financial condition prepared in accordance with Generally Accepted Accounting Principles (" GAAP ") or equivalent standard. If the above information is available on the public internet, Shipper instead may provide instructions regarding where such statements may be located by Transporter.

(b) List of affiliates, parent companies and subsidiaries.

(c) Publicly available information from credit reports by credit and bond rating agencies.

(d) Private credit ratings, if obtained by Shipper.

(e) Bank and utility credit references. If Shipper does not have utility references, trade payable vendor references may be substituted.

(f) For state-regulated utility local gas distribution companies, documentation from their respective state regulatory commission (or equivalent authority) of an authorized gas supply cost recovery mechanism that fully recovers both gas commodity and transportation capacity costs and is afforded regulatory asset accounting treatment in accordance with GAAP or equivalent.

(g) Such other information as may be mutually agreed to by the Parties.

Transporter shall not be obligated to consider any information other than that which Shipper provides, but may, in its sole discretion, elect to do so if Transporter believes that the Credit Information provided by Shipper is inaccurate or incomplete.

B-1.3 Transporter shall apply consistent evaluation practices to all similarly situated shippers executing transportation service agreements for service on the Project when determining Shipper's financial ability to perform the payment obligations that may be due Transporter during the term of this Agreement.

B-1.4 Transporter will apply the following standard in determining whether Shipper is creditworthy:

(a) Shipper will be deemed creditworthy if: (i) Shipper has a long-term senior unsecured debt rating of BBB or better from Standard & Poor's Corporation (" S&P ") or Baa2 or better from Moody's Investor Service (" Moody's "), in each case with stable or better outlook (if Shipper is rated by both agencies, then the lower rating shall apply); and (ii) Shipper's Credit Limit determined in

accordance with Section B-1.5 is equal to or greater than the Minimum Credit Requirement identified in Section B-1.7; or

(b) Shipper will be considered creditworthy if: (i) Shipper's long-term senior unsecured debt is not rated by S&P or Moody's, but Transporter nevertheless determines based on the results of a thorough evaluation of the information provided by Shipper in Section B-1.2 that Shipper's debt rating is equivalent to the ratings in Section B-1.4(a)(i); and (ii) Shipper's Credit Limit is equal to or greater than the Minimum Credit Requirement.

B-1.5 If Shipper satisfies either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will establish a credit limit for Shipper based on a thorough evaluation of the Credit Information provided by Shipper in Section B-1.2 relative to Shipper's outstanding credit exposures (" Shipper's Credit Limit "). If Shipper's Credit Limit is less than the Minimum Credit Requirement, then Shipper must provide collateral pursuant to Section B-1.8 in an amount equal to the difference between the Minimum Credit Requirement and Shipper's Credit Limit (" Shipper's Credit Shortfall ").

B-1.6 If Shipper does not satisfy either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will not establish a credit limit for Shipper. Rather, Shipper will be required to provide collateral pursuant to Section B-1.8 in an amount equal to the Minimum Credit Requirement.

B-1.7 The " Minimum Credit Requirement " shall equal the *Negotiated Reservation Rate* payable on Shipper's Contract Demand over the next sixty (60) months or the remaining term of this Agreement, whichever is less; *provided* that in no event shall the Minimum Credit Requirement during the Primary Term or any extension thereof be less than the minimum credit support required under Transporter's Tariff.

B-1.8 If Shipper fails or ceases to satisfy either Section B-1.4(a) or B-1.4(b), as applicable, Transporter will notify Shipper of the basis for such determination and the amount of collateral that Shipper must provide, not to exceed the Minimum Credit Requirement. Similarly, if Shipper has previously provided collateral pursuant to this Section B-1.8, but such collateral fails or ceases to satisfy the conditions of this Section B-1.8, Transporter will notify Shipper of the basis for such determination and the amount of collateral that Shipper must provide, not to exceed the Minimum Credit Requirement. Shipper will have fifteen (15) days after receipt of such Notice (" Collateral Deadline ") to provide the specified amount of collateral in one or more of the acceptable forms described below.

(a) Shipper may provide a guaranty of financial performance, in form and substance satisfactory to Transporter, from one or more guarantors (collectively " Guarantor ") that complies with the information requirements in Section B-1.2 and meets the applicable creditworthiness standard in Section B-1.4. Transporter may reevaluate the creditworthiness of Shipper and its Guarantor pursuant to this Article B-I from time to time and will notify Shipper of the results and whether any other collateral must be provided.

(b) A standby irrevocable letter of credit (" LC ") in form and substance satisfactory to Transporter, drawn upon a major U.S. bank having assets of at least U.S. $10 billion and with a credit rating of A or better from S&P or A2 or better from Moody's (if the bank is rated by both agencies, then the lower rating shall apply). Transporter may reevaluate the creditworthiness of Shipper and the bank providing the LC pursuant to this Article B-I from time to time and will notify Shipper of the amount by which the LC must be adjusted or eliminated.

(c) Shipper may provide a cash security deposit (" Deposit "). Transporter may reevaluate

Shipper's creditworthiness pursuant to this Article B-I from time to time and will notify Shipper of the amount by which the Deposit must be adjusted or eliminated.

(d) Shipper may provide such other collateral as mutually agreed to in writing by the Parties on a nondiscriminatory basis.

B-1.9 If Shipper defaults under Section B-1.2 or B-1.8, then Transporter may terminate this Agreement by providing thirty (30) days' Notice of Termination to Shipper and FERC. However, Shipper may avoid such termination by curing such default within the thirty (30) day Notice period. If this Agreement is terminated pursuant to this Section B-1.9, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-II
DISPUTED STATEMENTS

B-2.1 If Shipper should dispute the amount of any statement delivered under this Agreement, then on or before the disputed statement's due date Shipper shall notify Transporter of the dispute and provide documentation identifying the basis for the dispute. In addition, Shipper shall pay by the statement's due date:

(a) The full amount of the statement, subject to refund with interest on the refunded amount upon final determination of the dispute in Shipper's favor; or

(b) Such amount of the statement as Shipper concedes to be correct and, within ten (10) days after the statements due date, furnish a surety bond from a surety having an A.M. Best credit rating of "A" or better, guarantying payment to Transporter of the withheld amount with interest upon final determination of the dispute in Transporter's favor.

B-2.2 Interest on any overpayment or underpayment of the amount finally determined to be due shall accrue at the lesser of one and one-half percent (1.5%) per month or the highest rate permissible under applicable law, calculated daily and compounded monthly. Final determination of the amount due may be reached by either agreement of the Parties or judgment of the courts.

B-2.3 If Shipper posts a surety bond and the amount finally determined to be due Transporter is less than or equal to the amount that Shipper asserted in its documentation as being the correct amount due, then Transporter shall reimburse Shipper the premium paid by Shipper for the surety bond.

B-2.4 Except as permitted in Section B-2.1(b), Shipper's failure to pay the full amount of any statement when due shall be deemed a default under this Agreement. Upon such default, Transporter may terminate this Agreement by providing thirty (30) days' Notice of Termination to Shipper and FERC. However, Shipper may avoid such termination by taking one of the following actions within the thirty (30) day Notice period:

(a) Not disputing the statement and paying the full amount due together with interest at the rate set forth in Section B-2.2; or

(b) Disputing the statement in compliance with Section B-2.1(a) or B-2.1(b); *provided* Shipper's delay in complying with Section B-2.1(a) or B-2.1(b) shall be deemed a waiver of Shipper's right to recover any interest or bond premium under Section B-2.1(a) or B-2.1(b).

If this Agreement is terminated pursuant to this Section B-2.4, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-III

REMEDY FOR SHIPPER'S DEFAULT

B-3.1 If this Agreement is terminated pursuant to Section B-1.9 or B-2.4, then the following shall immediately become due and payable by Shipper to Transporter: the Net Book Value, Remaining Net Negative Salvage, the Make-Whole Fee and Related Income Taxes, as each of these terms is defined in this Article B-III.

B-3.2 " Shipper's Share " means the ratio of Shipper's Transportation Contract Demand (as specified in Exhibit "A" to this Agreement) to the total capacity of the expansion of Transporter's natural gas transportation system for the Service.

B-3.3 " Net Book Value " means Shipper's Share of Transporter's total gross investment in the Project less the depreciation that has been included in the *Negotiated Reservation Rate* paid by Shipper under this Agreement. The Net Book Value will not be reduced by any net negative salvage already collected.

B-3.4 " Remaining Net Negative Salvage " means Shipper's Share of the present value of the net negative salvage charge that would have been collected in the *Negotiated Reservation Rate* through the Primary Term of this Agreement. The cash flow discount factor for the present value calculation will be a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes).

B-3.5 " Make-Whole Fee " means an amount equal to the Net Book Value multiplied by a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes) multiplied by three (3) years. The Parties agree that the Make-Whole Fee approximates the lost return on investment that Transporter will suffer from the time it receives the Net Book Value from Shipper until the time, if any, when the Net Book Value can be redeployed by Transporter in a similar project earning a similar return. The Parties acknowledge that it will be difficult, if not impossible, to determine the exact time it will take Transporter to identify, negotiate, design, permit, construct and place in service a similar project, or the exact return that Transporter will be able to earn on a similar project. Therefore, the Parties agree that the Make-Whole Fee represents a reasonable and good faith estimate of Transporter's actual damages, constitutes liquidated damages, and is not a penalty. Transporter will not be obligated to mitigate the Make-Whole Fee. If this Agreement is terminated during the last three (3) years of its Primary Term, then the three (3) year multiplier used in deriving the Make-Whole Fee will be reduced to correspond to the remaining Primary Term of this Agreement.

B-3.6 " Related Income Taxes " means the current federal and state income taxes resulting from Shipper's payment to Transporter of the Net Book Value, the Remaining Net Negative Salvage and the Make-Whole Fee less the income tax benefit received by Transporter from Transporter's ownership of the Project. The income tax benefit received by Transporter from ownership of the Project is the present value of any future tax benefits received by Transporter from the tax depreciation of the Project after termination of this Agreement, discounted at a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes). The Related Income Taxes also include a gross-up calculation to cover the federal and state income taxes that Transporter must pay on the Related Income Taxes that Transporter collects from Shipper.

B-3.7 EXCEPT AS PROVIDED IN THIS ARTICLE B-III, NEITHER PARTY WILL BE LIABLE TO THE OTHER PARTY UNDER THIS AGREEMENT FOR ANY SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE OR EXEMPLARY DAMAGES, INCLUDING LOST PROFITS, WHETHER IN CONTRACT, TORT, STRICT LIABILITY OR OTHERWISE,

EVEN IF SUCH PARTY WAS AWARE OF THE LIKELIHOOD OF SUCH DAMAGES.

ARTICLE B-IV
MISCELLANEOUS

B-4.1 This Agreement shall be governed by and construed in accordance with the laws of the State of Wyoming without giving effect to any choice or conflict of law provision or rule that would cause the laws of any other jurisdiction to apply.

B-4.2 The provisions of this Agreement shall be considered as prepared through the joint efforts of the Parties and shall not be construed against either Party as a result of the preparation or drafting thereof.

B-4.3 Any provision of this Agreement declared or rendered unlawful or unenforceable by a court or regulatory body of competent jurisdiction shall be severed from the Agreement and the remaining provisions shall remain in full force and effect and such severance will not otherwise affect the remaining enforceable obligations arising under this Agreement; *provided* that in such event, the Parties shall use commercially reasonable efforts to reform this Agreement to give effect to the original intention of the Parties.

B-4.4 No waiver by either Party of any one or more defaults by the other in the performance of any provisions of this Agreement will operate or be construed as a waiver of any other default or defaults, whether of a like or of a different character.

B-4.5 The prevailing Party in any lawsuit, action or proceeding brought to enforce this Agreement or collect any amount due under this Agreement shall be entitled to recover its reasonable attorneys' fees, expert witnesses' fees and other expenses incurred at trial and any appeal.

B-4.6 Transporter will not file or cause to be filed with FERC under Section 4 of the Natural Gas Act ("NGA") any request to change the Discounted Rates provided under this Agreement. Shipper will not file or cause to be filed with FERC under Section 5 of the NGA, any request to change the Discounted Rates provided under this Agreement. In the event of a challenge by a third party regarding the Discounted Rates provided under this Agreement, and upon written request from Transporter, Shipper will file in support of such rates in Transporter's rate case filed under either Section 4 or 5 of the NGA during the term that such rates apply. For rate cases that involve a pre-filed settlement, Shipper agrees to support the Discounted Rates provided under this Agreement during the pre-settlement process.

Rate Schedule TF-1 Service Agreement
Contract No. 147352

THIS SERVICE AGREEMENT (Agreement) by and between Northwest Pipeline LLC (Transporter) and Puget Sound Energy, Inc. (Shipper) is made and entered into on September 24, 2026.

WHEREAS:

A. Pursuant to Transporter's open season for the Huntingdon Connector Project posted January 8, 2025, Shipper requested to acquire, and was awarded, 77,999 Dth/d from the Sumas Receipt point to Sedro/Woolley, Grays Harbor Meter Station and the Bellingham In-Line Transfer delivery points, effective upon the in-service date of the Huntingdon Connector Project.

THEREFORE, in consideration of the premises and mutual covenants set forth herein, Transporter and Shipper agree as follows:

1. Tariff Incorporation. Rate Schedule TF-1 and the General Terms and Conditions (GT&C) that apply to Rate Schedule TF-1, as such may be revised from time to time in Transporter's FERC Gas Tariff (Tariff), are incorporated by reference as part of this Agreement, except to the extent that any provisions thereof may be modified by non-conforming provisions herein.
2. Transportation Service. Subject to the terms and conditions that apply to service under this Agreement, Transporter agrees to receive, transport and deliver natural gas for Shipper, on a firm basis. The Transportation Contract Demand, the Maximum Daily Quantity at each Primary Receipt Point, and the Maximum Daily Delivery Obligation at each Primary Delivery Point are set forth on Exhibit A. If contract-specific OFO parameters are set forth on Exhibit A, whenever Transporter requests during the specified time period, Shipper agrees to flow gas as requested by Transporter, up to the specified volume through the specified transportation corridor.
3. Transportation Rates. Shipper agrees to pay Transporter for all services rendered under this Agreement at the rates set forth or referenced herein. Reservation charges apply to the Transportation Contract Demand set forth on Exhibit A. The Maximum Base Tariff Rates (Recourse Rates) set forth in the Statement of Rates in the Tariff, as revised from time to time, that apply to the Rate Schedule TF-1 customer category identified on Exhibit A, will apply to service hereunder unless and to the extent that discounted Recourse Rates or awarded capacity release rates apply as set forth on Exhibit A or negotiated rates apply as set forth on Exhibit D. Additionally, if applicable under Section 21 or 29 of the GT&C, Shipper agrees to pay Transporter a facilities charge as set forth on Exhibit C.
4. Transportation Term. This Agreement becomes effective on the effective date set forth on Exhibit A. The primary term begin date for the transportation service hereunder is set forth on Exhibit A. This Agreement will remain in full force and effect through the primary term end date set forth on Exhibit A and, if Exhibit A indicates that an evergreen provision applies, through the established evergreen rollover periods thereafter until terminated in accordance with the notice requirements under the applicable evergreen provision.
5. Non-Conforming Provisions. All aspects in which this Agreement deviates from the Tariff, if any, are set forth as non-conforming provisions on Exhibit B. If Exhibit B includes any

material non-conforming provisions, Transporter will file the Agreement with the Federal Energy Regulatory Commission (Commission) and the effectiveness of such non-conforming provisions will be subject to the Commission acceptance of Transporter's filing of the non-conforming Agreement.

6. Capacity Release. If Shipper is a temporary capacity release Replacement Shipper, any capacity release conditions, including recall rights, are set forth on Exhibit A.
7. Exhibit / Addendum to Service Agreement Incorporation. Exhibit A is attached hereto and incorporated as part of this Agreement. If any other Exhibits apply, as noted on Exhibit A to this Agreement, then such Exhibits also are attached hereto and incorporated as part of this Agreement. If an Addendum to Service Agreement has been generated pursuant to Sections 11.5 or 22.12 of the GT&C of the Tariff, it also is attached hereto and incorporated as part of this Agreement.
8. Regulatory Authorization. Transportation service under this Agreement is authorized pursuant to the Commission regulations set forth on Exhibit A.
9. Superseded Agreements. When this Agreement takes effect, it supersedes, cancels and terminates the following agreement(s): None, but the following Amendments and/or Addendum to Service Agreement which have been executed but are not yet effective are not superseded and are added to and become an Amendment and/or Addendum to this agreement: None

IN WITNESS WHEREOF, Transporter and Shipper have executed this Agreement as of the date first set forth above.

Puget Sound Energy, Inc.	Northwest Pipeline LLC
By: /S/	By: /S/
Name: JOSH JACOBS	Name: JOSEPH HULSE
Title: VP CLEAN ENERGY STRATEGY/PLANNING	Title: VP COMMERCIAL - WESTERN INTERSTATES

EXHIBIT A
Dated September 24, 2026, Effective November 01, 2026
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147352)
between Northwest Pipeline LLC
and Puget Sound Energy, Inc.
SERVICE DETAILS

1. Transportation Contract Demand (CD): 77,999 Dth per day
2. Primary Receipt Point(s):

Point ID	Name	Maximum Daily Quantities (Dth)
297	SUMAS RECEIPT	77,999
	Total	77,999

3. Primary Delivery Point(s):

Point ID	Name	Maximum Daily Delivery Obligation (Dth)	Delivery Pressure (psig)
284	SEDRO/WOOLLEY	22,860	500
640	GRAYS HARBOR METER STATION	20,139	560
990	BELLINGHAM IN-LINE TRANSFER	35,000	0
	Total	77,999	

Specified conditions for Delivery Pressure, pursuant to Section 2.4 of the General Terms and Conditions: None

4. Customer Category:
   a. Large Customer
   b. Incremental Expansion Customer: No
5. Recourse, Discounted Recourse, or Negotiated Rate Transportation Rates: (Negotiated Rates are on Exhibit D if attached.)
   a. Reservation Charge (per Dth of CD): Maximum Base Tariff Rate, plus applicable surcharges
   b. Volumetric Charge (per Dth): Maximum Base Tariff Rate, plus applicable surcharges
   c. Additional Facility Reservation Surcharge Pursuant to Section 3.4 of Rate Schedule TF-1 (per Dth of CD): None
   d. Rate Discount Conditions Consistent with Section 3.5 of Rate Schedule TF-1: Not Applicable
   e. Negotiated Rate Conditions Consistent with Section 3.7 of Rate Schedule TF-1: Not Applicable
6. Transportation Term:
   a. Primary Term Begin Date: November 01, 2026
   b. Primary Term End Date: October 31, 2041

Specified conditional service agreement extensions pursuant to Section 11.9 of the General Terms and

Conditions of the Tariff: None

c. Evergreen Provision: Yes, standard bi-lateral evergreen under Section 12.2 (a)(iii) and (b)(iii) of Rate Schedule TF-1

7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO:

None

8. Subordinate rights apply as defined in GT&C Section 1 Secondary Firm Service Rights with a Scheduling and Curtailment Priority per GT&C Section 12.1(b)(ii): No
9. Regulatory Authorization: 18 CFR 284.223
10. Additional Exhibits:

Exhibit B Yes
Exhibit C No
Exhibit D No
Exhibit E No

EXHIBIT B
Dated September 24, 2026, Effective November 01, 2026,
(subject to Commission acceptance)
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147352)
between Northwest Pipeline LLC
and Puget Sound Energy, Inc.

NON-CONFORMING PROVISIONS

ARTICLE B-1
CREDIT

B-1.1 Transporter's obligations under this Agreement are contingent upon Shipper's continuing satisfaction of the creditworthiness standard or the collateral alternative set forth in this Article B-I. Any reference to Shipper in this Article B-I shall also refer and apply to its Guarantor if Shipper has provided a guaranty of financial performance as collateral pursuant to Section B-1.8(a).

B-1.2 Upon Transporter's request, Shipper shall furnish annually the up-to-date information specified below ("Credit Information"). In addition, Transporter reserves the right to request Credit Information at any other time if Transporter reasonably believes that Shipper's creditworthiness, collateral, or ability to pay may have deteriorated. Shipper shall furnish complete Credit Information to Transporter within ten (10) days after receiving Transporter's request ("Credit Information Deadline"). Transporter will maintain any non-public data included in Shipper's Credit Information on a confidential basis for one (1) year after its receipt. Credit Information will include:

(a) Financial statements (to include a balance sheet, income statement and statement of cash flow), annual reports, 10-K reports or other financial filings with regulatory agencies. If audited financial statements are not available, then Shipper must provide an attestation by its Chief Financial Officer, Controller, or equivalent that such statements constitute a true, correct and fair representation of the Shipper's financial condition prepared in accordance with Generally Accepted Accounting Principles ("GAAP") or equivalent standard. If the above information is available on the public internet, Shipper instead may provide instructions regarding where such statements may be located by Transporter.
(b) List of affiliates, parent companies and subsidiaries.
(c) Publicly available information from credit reports by credit and bond rating agencies.
(d) Private credit ratings, if obtained by Shipper.
(e) If Shipper does not have a long-term senior unsecured debt rating from Standard & Poor's Corporation ("S&P") or from Moody's Investor Service ("Moody's"), Bank and utility credit references. If Shipper does not have utility references, trade payable vendor references may be substituted.
(f) For state-regulated utility local gas distribution companies, documentation from their respective state regulatory commission (or equivalent authority) of an authorized gas supply cost recovery mechanism that fully recovers both gas commodity and transportation capacity costs and is afforded regulatory asset accounting treatment in accordance with GAAP or equivalent.
(g) Such other information as may be mutually agreed to by the Parties.
Transporter shall not be obligated to consider any information other than that which Shipper provides, but may, in its sole discretion, elect to do so if Transporter believes that the Credit Information provided by Shipper is inaccurate or incomplete.
B-1.3 Transporter shall apply consistent evaluation practices to all similarly situated shippers executing transportation service agreements for service on the Project when determining Shipper's financial ability to perform the payment obligations that may be due Transporter during the term of this Agreement.
B-1.4 Transporter will apply the following standard in determining whether Shipper is creditworthy:
(a) Shipper will be deemed creditworthy if: (i) Shipper has a long-term senior unsecured debt rating of BBB- or better from Standard & Poor's Corporation ("S&P") or Baa3 or better from Moody's Investor Service ("Moody's"), in each case with stable or better outlook (if Shipper is rated by both agencies, then the lower rating shall apply); and (ii) Shipper's Credit Limit determined in accordance with Section B-1.5 is equal to or greater than the Minimum Credit Requirement identified in Section B-1.7; or
(b) Shipper will be considered creditworthy if: (i) Shipper's long-term senior unsecured debt is not rated by S&P or Moody's, but Transporter nevertheless determines based on the results of a thorough evaluation of the information provided by Shipper in Section B-1.2 that Shipper's debt rating is equivalent to

the ratings in Section B-1.4(a)(i); and (ii) Shipper's Credit Limit is equal to or greater than the Minimum Credit Requirement.

B-1.5 If Shipper satisfies either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will establish a credit limit for Shipper based on a thorough evaluation of the Credit Information provided by Shipper in Section B-1.2 relative to Shipper's outstanding credit exposures ("Shipper's Credit Limit"). If Shipper's Credit Limit is less than the Minimum Credit Requirement, then Shipper must provide collateral pursuant to Section B-1.8 in an amount equal to the difference between the Minimum Credit Requirement and Shipper's Credit Limit ("Shipper's Credit Shortfall").

B-1.6 If Shipper does not satisfy either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will not establish a credit limit for Shipper. Rather, Shipper will be required to provide collateral pursuant to Section B-1.8 in an amount equal to the Minimum Credit Requirement.

B-1.7 The "Minimum Credit Requirement" shall equal the Tariff Recourse Rate payable on Shipper's Contract Demand over the next sixty (60) months or the remaining term of this Agreement, whichever is less; provided in no event shall the Minimum Credit Requirement during the Primary Term or any extension thereof be less than the minimum credit support required under Transporter's Tariff.

B-1.8 If Shipper fails or ceases to satisfy either Section B-1.4(a) or B-1.4(b), as applicable, Transporter will notify Shipper of the basis for such determination and the amount of Shipper's Credit Shortfall. Similarly, if Shipper has previously provided collateral pursuant to this Section B-1.8, but such collateral fails or ceases to satisfy the conditions of this Section B-1.8, Transporter will notify Shipper of the basis for such determination and the amount of Shipper's Credit Shortfall. Shipper will have five (5) days after receipt of such notice ("Collateral Deadline") to provide collateral in an amount not less than Shipper's Credit Shortfall in one or more of the acceptable forms described below.

(a) Shipper may provide a guaranty of financial performance, in form and substance satisfactory to Transporter, from one or more guarantors (collectively "Guarantor") that complies with the information requirements in Section B-1.2 and meets the applicable creditworthiness standard in Section B-1.4. Transporter may reevaluate the creditworthiness of Shipper and its Guarantor pursuant to this Article B-I from time to time and will notify Shipper of the results.

(b) A standby irrevocable letter of credit ("LC") in form and substance satisfactory to Transporter, drawn upon a major U.S. bank having assets of at least U.S. $10 billion and with a credit rating of A- or better from S&P or A3 or better from Moody's (if the bank is rated by both agencies, then the lower rating shall apply). Transporter may reevaluate the creditworthiness of Shipper and the bank providing the LC pursuant to this Article B-I from time to time and will notify Shipper of the results.

(c) Shipper may provide a cash security deposit ("Deposit"). Transporter may reevaluate Shipper's creditworthiness pursuant to this Article B-I from time to time and will notify Shipper of the results.

(d) Shipper may provide such other collateral as mutually agreed to in writing by

the Parties on a nondiscriminatory basis.

B-1.9 If Shipper defaults under Section B-1.2 or B-1.8, then Transporter may terminate this Agreement by providing thirty (30) days' notice of termination to Shipper and FERC. However, Shipper may avoid such termination by curing such default within the thirty (30) day notice period. If this Agreement is terminated pursuant to this Section B-1.9, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-II
DISPUTED STATEMENTS

B-2.1 If Shipper should dispute the amount of any statement delivered under this Agreement, then on or before the disputed statement's due date Shipper shall notify Transporter of the dispute and provide documentation identifying the basis for the dispute. In addition, Shipper shall pay the undisputed amount of the statement by its due date and provide notice to Transporter of at least three (3) dates in the next thirty (30) days when a senior manager of Shipper will be available to meet with a senior manager of Transporter to resolve the dispute. If such managers are unable to resolve the dispute withing ten (10) days after their meeting, then either Party may pursue its rights under this Agreement at law or in equity.

B-2.2 Interest on any overpayment or underpayment of the amount finally determined to be due shall accrue at the lesser of one and one-half percent (1.5%) per month or the highest rate permissible under applicable law, calculated daily and compounded monthly. Final determination of the amount due may be reached by either agreement of the Parties or judgment of the court(s).

B-2.3 If Shipper's failure to pay the full amount of any statement when due is determined by judgement of the court(s) to be a default under this Agreement, then Transporter may terminate this Agreement by providing thirty (30) days' notice of termination to Shipper and FERC. If this Agreement is terminated pursuant to this Section B-2.3, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-III
REMEDY FOR SHIPPER'S DEFAULT

B-3.1 If this Agreement is terminated pursuant to Section B-1.9 or B-2.4, then the following shall immediately become due and payable by Shipper to Transporter: the Net Book Value, Remaining Net Negative Salvage, the Make-Whole Fee and Related Income Taxes, as each of these terms is defined in this Article B-III.

B-3.2 "Shipper's Share" means the ratio of Shipper's Transportation Contract Demand (as specified in Exhibit "A" to this Agreement) to the total transportation contract demand of all shippers holding effective transportation service agreements for similar service.

B-3.3 "Net Book Value" means Shipper's Share of Transporter's total gross investment in the Project less the depreciation that has been included in the Tariff Recourse Rate paid by Shipper under this Agreement. The Net Book Value will not be reduced by any net negative salvage already collected.

B-3.4 "Remaining Net Negative Salvage" means Shipper's Share of the present value of the net negative salvage charge that would have been collected in the Tariff Recourse Rate through

the Primary Term of this Agreement. The cash flow discount factor for the present value calculation will be a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes).

B-3.5 "Make-Whole Fee" means an amount equal to the Net Book Value multiplied by a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes) multiplied by three (3) years. The Parties agree that the Make-Whole Fee approximates the lost return on investment that Transporter will suffer from the time it receives the Net Book Value from Shipper until the time, if any, when the Net Book Value can be redeployed by Transporter in a similar project earning a similar return. The Parties acknowledge that it will be difficult, if not impossible, to determine the exact time it will take Transporter to identify, negotiate, design, permit, construct and place in service a similar project, or the exact return that Transporter will be able to earn on a similar project. Therefore, the Parties agree that the Make-Whole Fee represents a reasonable and good faith estimate of Transporter's actual damages, constitutes liquidated damages, and is not a penalty. If this Agreement is terminated during the last three (3) years of its Primary Term, then the three (3) year multiplier used in deriving the Make Whole Fee will be reduced to correspond to the remaining Primary Term of this Agreement.

B-3.6 "Related Income Taxes" means the current federal and state income taxes resulting from Shipper's payment to Transporter of the Net Book Value, the Remaining Net Negative Salvage and the Make-Whole Fee less the income tax benefit received by Transporter from Transporter's ownership of the Project. The income tax benefit received by Transporter from ownership of the Project is the present value of any future tax benefits received by Transporter from the tax depreciation of the Project after termination of this Agreement, discounted at a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes). The Related Income Taxes also include a gross-up calculation to cover the federal and state income taxes that Transporter must pay on the Related Income Taxes that Transporter collects from Shipper.

B-3.7 EXCEPT AS PROVIDED IN THIS ARTICLE B-III, NEITHER PARTY WILL BE LIABLE TO THE OTHER PARTY UNDER THIS AGREEMENT FOR ANY SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE OR EXEMPLARY DAMAGES, INCLUDING LOST PROFITS, WHETHER IN CONTRACT, TORT, STRICT LIABILITY OR OTHERWISE, EVEN IF SUCH PARTY WAS AWARE OF THE LIKELIHOOD OF SUCH DAMAGES.

ARTICLE B-IV
MISCELLANEOUS

B-4.1 This Agreement shall be governed by and construed in accordance with the laws of the State of Washington without giving effect to any choice or conflict of law provision or rule that would cause the laws of any other jurisdiction to apply.

B-4.2 The provisions of this Agreement shall be considered as prepared through the joint efforts of the Parties and shall not be construed against either Party because of the preparation or drafting thereof.

B-4.3 If any provision of this Agreement is held to be unenforceable by a court or regulatory body of competent jurisdiction, then the remaining provisions of this Agreement will remain in full force and effect.

B-4.4 No waiver by either Party of any one or more defaults by the other in the performance of any provisions of this Agreement will operate or be construed as a waiver of any other default

or defaults, whether of a like or of a different character.

B-4.5 Any lawsuit, action or proceeding arising out of or relating to this Agreement shall be instituted in the federal courts of the United States of America or the courts of the State of Washington in each case located in Seattle, King County, Washington, and each Party irrevocably submits to the exclusive jurisdiction of such courts in any such lawsuit, action or proceeding.

B-4.6 The prevailing Party in any lawsuit, action or proceeding brought to enforce this Agreement or collect any amount due under this Agreement shall be entitled to recover its reasonable attorneys' fees, expert witnesses' fees and other expenses incurred at trial and any appeal.

Non Conforming Service Agreements

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Non-Conforming Service Agreements

Questar Gas

Rate Schedule TF-1 Service Agreement
Contract No. 147197

THIS SERVICE AGREEMENT (Agreement) by and between Northwest Pipeline LLC (Transporter) and Questar Gas (Shipper) is made and entered into on June 08, 2026.

WHEREAS:

A. Pursuant to Transporter's open season for the Ryckman Creek Loop Project (RCL Project) posted May 15, 2023, Shipper requested to acquire, and was awarded, 25,000 Dth/d from the Stanfield Receipt point to the Crossover 16 delivery point, with segmentation rights at the Double D receipt/delivery points, effective upon the in-service date of the RCL Project.

THEREFORE, in consideration of the premises and mutual covenants set forth herein, Transporter and Shipper agree as follows:

1. Tariff Incorporation. Rate Schedule TF-1 and the General Terms and Conditions (GT&C) that apply to Rate Schedule TF-1, as such may be revised from time to time in Transporter's FERC Gas Tariff (Tariff), are incorporated by reference as part of this Agreement, except to the extent that any provisions thereof may be modified by non-conforming provisions herein.
2. Transportation Service. Subject to the terms and conditions that apply to service under this Agreement, Transporter agrees to receive, transport and deliver natural gas for Shipper, on a firm basis. The Transportation Contract Demand, the Maximum Daily Quantity at each Primary Receipt Point, and the Maximum Daily Delivery Obligation at each Primary Delivery Point are set forth on Exhibit A. If contract-specific OFO parameters are set forth on Exhibit A, whenever Transporter requests during the specified time period, Shipper agrees to flow gas as requested by Transporter, up to the specified volume through the specified transportation corridor.
3. Transportation Rates. Shipper agrees to pay Transporter for all services rendered under this Agreement at the rates set forth or referenced herein. Reservation charges apply to the Transportation Contract Demand set forth on Exhibit A. The Maximum Base Tariff Rates (Recourse Rates) set forth in the Statement of Rates in the Tariff, as revised from time to time, that apply to the Rate Schedule TF-1 customer category identified on Exhibit A, will apply to service hereunder unless and to the extent that discounted Recourse Rates or awarded capacity release rates apply as set forth on Exhibit A or negotiated rates apply as set forth on Exhibit D. Additionally, if applicable under Section 21 or 29 of the GT&C, Shipper agrees to pay Transporter a facilities charge as set forth on Exhibit C.
4. Transportation Term. This Agreement becomes effective on the effective date set forth on Exhibit A. The primary term begin date for the transportation service hereunder is set forth on Exhibit A. This Agreement will remain in full force and effect through the primary term end date set forth on Exhibit A and, if Exhibit A indicates that an evergreen provision applies, through the established evergreen rollover periods thereafter until terminated in accordance with the notice requirements under the applicable evergreen provision.
5. Non-Conforming Provisions. All aspects in which this Agreement deviates from the Tariff, if

any, are set forth as non-conforming provisions on Exhibit B. If Exhibit B includes any material non-conforming provisions, Transporter will file the Agreement with the Federal Energy Regulatory Commission (Commission) and the effectiveness of such non-conforming provisions will be subject to the Commission acceptance of Transporter's filing of the non-conforming Agreement.

6. Capacity Release. If Shipper is a temporary capacity release Replacement Shipper, any capacity release conditions, including recall rights, are set forth on Exhibit A.
7. Exhibit / Addendum to Service Agreement Incorporation. Exhibit A is attached hereto and incorporated as part of this Agreement. If any other Exhibits apply, as noted on Exhibit A to this Agreement, then such Exhibits also are attached hereto and incorporated as part of this Agreement. If an Addendum to Service Agreement has been generated pursuant to Sections 11.5 or 22.12 of the GT&C of the Tariff, it also is attached hereto and incorporated as part of this Agreement.
8. Regulatory Authorization. Transportation service under this Agreement is authorized pursuant to the Commission regulations set forth on Exhibit A.
9. Superseded Agreements. When this Agreement takes effect, it supersedes, cancels and terminates the following agreement(s): None, but the following Amendments and/or Addendum to Service Agreement which have been executed but are not yet effective are not superseded and are added to and become an Amendment and/or Addendum to this agreement: None

IN WITNESS WHEREOF, Transporter and Shipper have executed this Agreement as of the date first set forth above.

Questar Gas	Northwest Pipeline LLC
By: /S/	By: /S/
Name: STEVEN WALL	Name: MARK MOHAN
Title: MANAGER GAS SUPPLY	Title: MANAGER COMMERCIAL SERVICES

EXHIBIT A
Dated June 08, 2026, Effective November 01, 2026
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147197)
between Northwest Pipeline LLC
and Questar Gas

SERVICE DETAILS

1. Transportation Contract Demand (CD): 25,000 Dth per day
2. Primary Receipt Point(s):

Point ID	Name	Maximum Daily Quantities (Dth)
187	STANFIELD RECEIPT	25,000
	Total	25,000

3. Primary Delivery Point(s):

Point ID	Name	Maximum Daily Delivery Obligation (Dth)	Delivery Pressure (psig)
82	CROSSOVER 16 DELIVERY	25,000	450
	Total	25,000	

Specified conditions for Delivery Pressure, pursuant to Section 2.4 of the General Terms and Conditions: None

4. Customer Category:
   a. Large Customer
   b. Incremental Expansion Customer: No
5. Recourse, Discounted Recourse, or Negotiated Rate Transportation Rates: (Negotiated Rates are on Exhibit D if attached.)
   a. Reservation Charge (per Dth of CD): $0.30, plus applicable surcharges
   b. Volumetric Charge (per Dth): Maximum Base Tariff Rate, plus applicable surcharges
   c. Additional Facility Reservation Surcharge Pursuant to Section 3.4 of Rate Schedule TF-1 (per Dth of CD): None
   d. Rate Discount Conditions Consistent with Section 3.5 of Rate Schedule TF-1: The Discount Rate remains applicable no matter which receipt and delivery locations are used by Shipper or by Replacement Shipper(s).

The Discount Rate in Section 5.a. above will take effect on the Primary Term Begin Date and will remain in effect for a period of ten (10) years, thereafter, the Recourse Rates will apply to this Agreement. In addition to the Discount Rate in Section 5.a. above, Shipper will also pay any fuel reimbursement charge and other charges (i.e., CRM Surcharge, scheduled overrun, ACA, penalties, etc.) approved by FERC under Rate Schedule TF-1 of the Tariff, as the same may be adjusted from time to time with FERC's approval. If the Recourse Reservation Rate should ever become less than the Discount Rate in Section 5.a., then the Discount Rate shall equal the Recourse Reservation Rate for as long as it is below the Discount Rate.

   e. Negotiated Rate Conditions Consistent with Section 3.7 of Rate Schedule TF-1: Not Applicable
6. Transportation Term:
   a. Primary Term Begin Date: Upon the later of the actual in-service date of the required new RCL Project or November 1, 2026.

b. Primary Term End Date: Ten years following the Primary Term Begin Date.

Specified conditional service agreement extensions pursuant to Section 11.9 of the General Terms and Conditions of the Tariff: None

c. Evergreen Provision: Yes, standard bi-lateral evergreen under Section 12.2 (a)(iii) and (b)(iii) of Rate Schedule TF-1

7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO:

None

8. Subordinate rights apply as defined in GT&C Section 1 Secondary Firm Service Rights with a Scheduling and Curtailment Priority per GT&C Section 12.1(b)(ii): No
9. Regulatory Authorization: 18 CFR 284.223
10. Additional Exhibits:

Exhibit B Yes
Exhibit C No
Exhibit D No
Exhibit E No

EXHIBIT B
Dated June 08, 2026, Effective November 01, 2026,

(subject to Commission acceptance)
to the
Rate Schedule TF-1 Service Agreement
(Contract No. 147197)
between Northwest Pipeline LLC
and Questar Gas

NON-CONFORMING PROVISIONS
Segmentation Rights
Pursuant to Transporter's open season for the Ryckman Creek Loop Project (RCL Project) posted May 15, 2023, Transporter herein agrees to provide Shipper with segmentation rights at the Double D receipt/delivery points, effective upon the in-service date of the RCL Project for the duration of this Agreement pursuant to Section 13, "Segmentation", of Rate Schedule TF-1 in Transporter's FERC Gas Tariff.

Credit Provisions
ARTICLE B-I
CREDIT
B-1.1 Transporter’s obligations under this Agreement are contingent upon Shipper’s continuing satisfaction of the creditworthiness standard or the collateral alternative set forth in this Article B-I. Any reference to Shipper in this Article B-I shall also refer and apply to its Guarantor if Shipper has provided a guaranty of financial performance as collateral pursuant to Section B-1.8(a).

B-1.2 Upon Transporter's request, Shipper shall furnish annually the up-to-date information specified below (" Credit Information "). In addition, Transporter reserves the right to request Credit Information at any other time if Transporter reasonably believes that Shipper's creditworthiness, collateral, or ability to pay may have deteriorated. Shipper shall furnish complete Credit Information to Transporter within ten (10) days after receiving Transporter's request (" Credit Information Deadline "). Transporter will maintain any non-public data included in Shipper's Credit Information on a confidential basis for one (1) year after its receipt. Credit Information will include:

(a) Financial statements (to include a balance sheet, income statement and statement of cash flow), annual reports, 10-K reports or other financial filings with regulatory agencies. If audited financial statements are not available, then Shipper must provide an attestation by its Chief Financial Officer, Controller, or equivalent that such statements constitute a true, correct and fair representation of the Shipper's financial condition prepared in accordance with Generally Accepted Accounting Principles (" GAAP ") or equivalent standard. If the above information is available on the public internet, Shipper instead may provide instructions regarding where such statements may be located by Transporter.

(b) List of affiliates, parent companies and subsidiaries.

(c) Publicly available information from credit reports by credit and bond rating agencies.

(d) Private credit ratings, if obtained by Shipper.

(e) Bank and utility credit references. If Shipper does not have utility references, trade payable vendor references may be substituted.

(f) For state-regulated utility local gas distribution companies, documentation from their respective state regulatory commission(s) (or equivalent authority) of an authorized gas supply cost recovery mechanism that fully recovers both gas commodity and transportation capacity costs and is afforded regulatory asset accounting treatment in accordance with GAAP or equivalent.

(g) Such other information as may be mutually agreed to by the Parties.

Transporter shall not be obligated to consider any information other than that which Shipper provides, but may, in its sole discretion, elect to do so if Transporter believes that the Credit Information provided by Shipper is inaccurate or incomplete.

B-1.3 Transporter shall apply consistent evaluation practices to all similarly situated shippers executing transportation service agreements for service on the RCL Project when determining Shipper's financial ability to perform the payment obligations that may be due Transporter during the term of this Agreement.

B-1.4 Transporter will apply the following standard in determining whether Shipper is creditworthy:

(a) Shipper will be deemed creditworthy if: (i) Shipper has a long-term senior unsecured debt rating of BBB- or better from Standard & Poor's Corporation (" S&P ") or Baa3 or better from Moody's Investor Service (" Moody's ") (if Shipper is rated by both agencies, then the lower rating shall apply); and (ii) Shipper's Credit Limit determined in accordance with Section B-1.5 is equal to or greater than the Minimum Credit Requirement identified in Section B-1.7; or

(b) Shipper will be considered creditworthy if: (i) Shipper's long-term senior unsecured debt is not rated by S&P or Moody's, but Transporter nevertheless determines based on the results of a thorough evaluation of the information provided by Shipper in Section B-1.2 that Shipper's debt rating is equivalent to the ratings in Section B-1.4(a)(i); and (ii) Shipper's Credit Limit is equal to or greater than the Minimum Credit Requirement.

B-1.5 If Shipper satisfies either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will establish a credit limit for Shipper based on a thorough evaluation of the Credit Information provided by Shipper in Section B-1.2 relative to Shipper's outstanding credit exposures (" Shipper's Credit Limit "). If Shipper's Credit Limit is less than the Minimum Credit Requirement, then Shipper must provide collateral pursuant to Section B-1.8 in an amount equal to the difference between the Minimum Credit Requirement and Shipper's Credit Limit (" Shipper's Credit Shortfall ").

B-1.6 If Shipper does not satisfy either Section B-1.4(a)(i) or B-1.4(b)(i), as applicable, then Transporter will not establish a credit limit for Shipper. Rather, Shipper will be required to provide collateral pursuant to Section B-1.8 in an amount equal to the Minimum Credit Requirement.

B-1.7 The " Minimum Credit Requirement " shall equal the *Negotiated Reservation Rate* payable on Shipper's Contract Demand over the next sixty (60) months or the remaining term of this Agreement, whichever is less; provided in no event shall the Minimum Credit Requirement during the Primary Term or any extension thereof be less than the minimum credit support required under Transporter's Tariff.

B-1.8 If Shipper fails or ceases to satisfy either Section B-1.4(a) or B-1.4(b), as applicable, Transporter will notify Shipper of the basis for such determination and the amount of Shipper's Credit Shortfall. Similarly, if Shipper has previously provided collateral pursuant to this Section B-1.8, but such collateral fails or ceases to satisfy the conditions of this Section B-1.8, Transporter will notify Shipper of the basis for such determination and the amount of Shipper's Credit Shortfall. Shipper will have fifteen (15) days after receipt of such notice (" Collateral Deadline ") to provide collateral in an amount not less than Shipper's Credit Shortfall in one or more of the acceptable forms described below.

(a) Shipper may provide a guaranty of financial performance, in form and substance satisfactory to Transporter, from one or more guarantors (collectively " Guarantor ") that complies with the information requirements in Section B-1.2 and meets the applicable creditworthiness standard in Section B-1.4. Transporter may reevaluate the creditworthiness of Shipper and its Guarantor pursuant to this Article B-I from time to time and will notify Shipper of the results.

(b) A standby irrevocable letter of credit (" LC ") in form and substance satisfactory to Transporter, drawn upon a major U.S. bank having assets of at least U.S. $10 billion and with a credit rating of A or better from S&P or A3 or better from Moody's (if the bank is rated by both agencies, then the lower rating shall apply). Transporter may reevaluate the creditworthiness of Shipper and the bank providing the LC pursuant to this Article B-I from time to time and will notify Shipper of the results.

(c) Shipper may provide a cash security deposit (" Deposit "). Transporter may reevaluate Shipper's creditworthiness pursuant to this Article B-I from time to time and will notify Shipper of the results.

(d) Shipper may provide such other collateral as mutually agreed to in writing by the Parties on a nondiscriminatory basis.

B-1.9 If Shipper defaults under Section B-1.2 or B-1.8, then Transporter may terminate this Agreement by providing thirty (30) days' notice of termination to Shipper and FERC. However, Shipper may avoid such termination by curing such default within the thirty (30) day notice period. If this Agreement is terminated pursuant to this Section B-1.9, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-

IV of this Agreement.

ARTICLE B-II
DISPUTED STATEMENTS

B-2.1 If Shipper should dispute the amount of any statement delivered under this Agreement, then on or before the disputed statement's due date Shipper shall notify Transporter of the dispute and provide documentation identifying the basis for the dispute. In addition, Shipper shall pay by the statement's due date:

(a) The full amount of the statement, subject to refund with interest on the refunded amount upon final determination of the dispute in Shipper's favor; or

(b) Such amount of the statement as Shipper concedes to be correct and, within ten (10) days after the statements due date, furnish a surety bond from a surety having an A.M. Best credit rating of "A" or better, guarantying payment to Transporter of the withheld amount with interest upon final determination of the dispute in Transporter's favor.

B-2.2 Interest on any overpayment or underpayment of the amount finally determined to be due shall accrue at the lesser of one and one-half percent (1.5%) per month or the highest rate permissible under applicable law, calculated daily and compounded monthly. Final determination of the amount due may be reached by either agreement of the Parties or judgment of the courts.

B-2.3 If Shipper posts a surety bond and the amount finally determined to be due Transporter is less than or equal to the amount that Shipper asserted in its documentation as being the correct amount due, then Transporter shall reimburse Shipper the premium paid by Shipper for the surety bond.

B-2.4 Except as permitted in Section B-2.1(b), Shipper's failure to pay the full amount of any statement when due shall be deemed a default under this Agreement. Upon such default, Transporter may terminate this Agreement by providing thirty (30) days' notice of termination to Shipper and FERC. However, Shipper may avoid such termination by taking one of the following actions within the thirty (30) day notice period:

(a) Not disputing the statement and paying the full amount due together with interest at the rate set forth in Section B-2.2; or

(b) Disputing the statement in compliance with Section B-2.1(a) or B-2.1(b); provided Shipper's delay in complying with Section B-2.1(a) or B-2.1(b) shall be deemed a waiver of Shipper's right to recover any interest or bond premium under Section B-2.1(a) or B-2.1(b).

If this Agreement is terminated pursuant to this Section B-2.4, then Transporter may immediately cease providing service to Shipper and obtain recovery for Shipper's default through Articles B-III and B-IV of this Agreement.

ARTICLE B-III
REMEDY FOR SHIPPER'S DEFAULT

B-3.1 If this Agreement is terminated pursuant to Section B-1.9 or B-2.4, then the following shall immediately become due and payable by Shipper to Transporter: the Net Book Value, Remaining Net Negative Salvage, the Make-Whole Fee and Related Income Taxes, as each of these terms is defined in this Article B-III.

B-3.2 " Shipper's Share " means the ratio of Shipper's Transportation Contract Demand (as specified in Exhibit "A" to this Agreement) to the total transportation contract demand of all shippers holding effective transportation service agreements for similar service.

B-3.3 " Net Book Value " means Shipper's Share of Transporter's total gross investment in the RCL

Project less the depreciation that has been included in the *Negotiated Reservation Rate* paid by Shipper under this Agreement. The Net Book Value will not be reduced by any net negative salvage already collected.

B-3.4 " Remaining Net Negative Salvage " means Shipper's Share of the present value of the net negative salvage charge that would have been collected in the *Negotiated Reservation Rate* through the Primary Term of this Agreement. The cash flow discount factor for the present value calculation will be a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes).

B-3.5 " Make-Whole Fee " means an amount equal to the Net Book Value multiplied by a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes) multiplied by three (3) years. The Parties agree that the Make-Whole Fee approximates the lost return on investment that Transporter will suffer from the time it receives the Net Book Value from Shipper until the time, if any, when the Net Book Value can be redeployed by Transporter in a similar project earning a similar return. The Parties acknowledge that it will be difficult, if not impossible, to determine the exact time it will take Transporter to identify, negotiate, design, permit, construct and place in service a similar project, or the exact return that Transporter will be able to earn on a similar project. Therefore, the Parties agree that the Make-Whole Fee represents a reasonable and good faith estimate of Transporter's actual damages, constitutes liquidated damages, and is not a penalty. Transporter will not be obligated to mitigate the Make-Whole Fee. If this Agreement is terminated during the last three (3) years of its Primary Term, then the three (3) year multiplier used in deriving the Make-Whole Fee will be reduced to correspond to the remaining Primary Term of this Agreement.

B-3.6 " Related Income Taxes " means the current federal and state income taxes resulting from Shipper's payment to Transporter of the Net Book Value, the Remaining Net Negative Salvage and the Make-Whole Fee less the income tax benefit received by Transporter from Transporter's ownership of the RCL Project. The income tax benefit received by Transporter from ownership of the RCL Project is the present value of any future tax benefits received by Transporter from the tax depreciation of the RCL Project after termination of this Agreement, discounted at a representative twelve percent (12%) weighted overall cost of capital (exclusive of taxes). The Related Income Taxes also include a gross-up calculation to cover the federal and state income taxes that Transporter must pay on the Related Income Taxes that Transporter collects from Shipper.

B-3.7 EXCEPT AS PROVIDED IN THIS ARTICLE B-III, NEITHER PARTY WILL BE LIABLE TO THE OTHER PARTY UNDER THIS AGREEMENT FOR ANY SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE OR EXEMPLARY DAMAGES, INCLUDING LOST PROFITS, WHETHER IN CONTRACT, TORT, STRICT LIABILITY OR OTHERWISE, EVEN IF SUCH PARTY WAS AWARE OF THE LIKELIHOOD OF SUCH DAMAGES.

ARTICLE B-IV
MISCELLANEOUS

B-4.1 This Agreement shall be governed by and construed in accordance with the laws of the State of Texas without giving effect to any choice or conflict of law provision or rule that would cause the laws of any other jurisdiction to apply.

B-4.2 The provisions of this Agreement shall be considered as prepared through the joint efforts of the Parties and shall not be construed against either Party as a result of the preparation or drafting thereof.

B-4.3 If any provision of this Agreement is held to be unenforceable by a court or regulatory body of competent jurisdiction, then the remaining provisions of this Agreement will remain in full force and effect.

B-4.4 No waiver by either Party of any one or more defaults by the other in the performance of any provisions of this Agreement will operate or be construed as a waiver of any other default or defaults, whether of a like or of a different character.

B-4.5 Any lawsuit, action or proceeding arising out of or relating to this Agreement shall be instituted in the federal courts of the United States of America or the courts of the State of Texas in each case located in Houston, Harris County, Texas, and each Party irrevocably submits to the exclusive jurisdiction of such courts in any such lawsuit, action or proceeding.

B-4.6 The prevailing Party in any lawsuit, action or proceeding brought to enforce this Agreement or collect any amount due under this Agreement shall be entitled to recover its reasonable attorneys' fees, expert witnesses' fees and other expenses incurred at trial and any appeal.

B-4.7 Transporter will not file or cause to be filed with FERC under Section 4 of the Natural Gas Act ("NGA") any request to change the Discounted Rates provided under this Agreement. Shipper will not file or cause to be filed with FERC under Section 5 of the NGA, any request to change the Discounted Rates provided under this Agreement. In the event of a challenge by a third party regarding the Discounted Rates provided under this Agreement, and upon written request from Transporter, Shipper will file in support of such rates in Transporter's rate case filed under either Section 4 or 5 of the NGA during the term that such rates apply. For rate cases that involve a pre-filed settlement, Shipper agrees to support the Discounted Rates provided under this Agreement during the pre-settlement process