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NON-BINDING OPEN SEASON AND REVERSE OPEN SEASON

NORTHWEST PIPELINE LLC

Rockies Columbia Connector Project (“Project”)

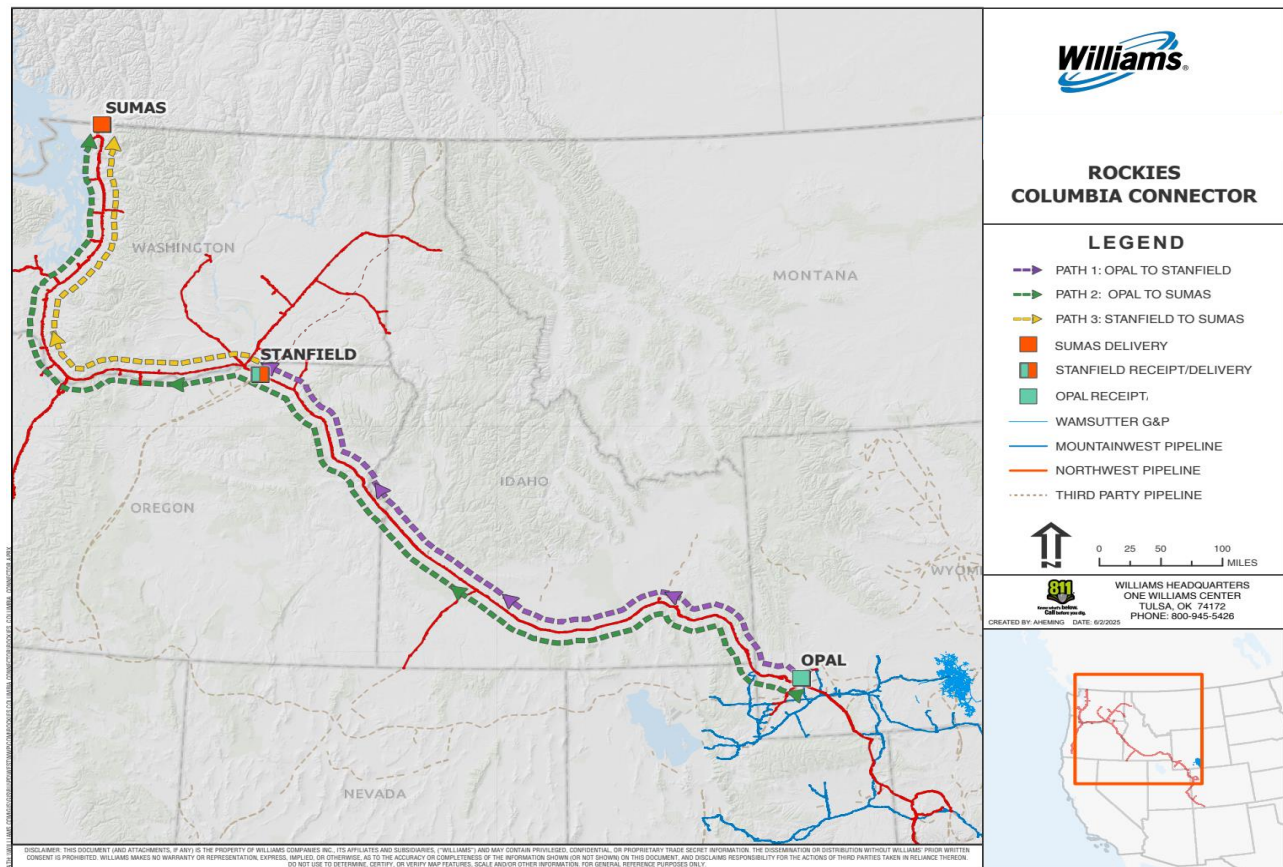
Northwest Pipeline LLC (“Northwest”) hereby announces that it is holding a non-binding open season (“Open Season”) and non-binding reverse open season (“Reverse Open Season”) for new primary firm transportation service to be made available under the proposed Project. The Project will provide 650,000 Dth/d, or more, of primary firm transportation service from receipts in the Opal area near milepost 437.6 in Lincoln County, WY, or the Stanfield Receipt Point near milepost 1048.2 in Umatilla County, Oregon to northern delivery points on Northwest’s System (see attached map). This new primary firm transportation service is targeted to become available by November 1, 2030. The Open Season and Reverse Open Season will commence on June 25, 2025, and will end at 5:00 p.m. CST on August 6, 2025.

PROJECT NAME		Rockies Columbia Connector Project
RATE SCHEDULE		TF-1
RECOURSE RESERVATION RATE¹	ESTIMATED RATE²	To be provided after execution of a Confidentiality Agreement and the level of interest in the Project has been determined.
	SYSTEMWIDE USAGE CHARGE	
NEGOTIATED RESERVATION RATE¹	ESTIMATED RATE²	
	SYSTEMWIDE USAGE CHARGE	
AVAILABLE PRIMARY FIRM TRANSPORTATION SERVICE		650,000 Dth/d or more
PRIMARY RECEIPT POINT(S)		Path 1: Opal Plant* Path 2: Opal Plant* Path 3: Stanfield * Northwest may consider receipt points further south than the Opal Plant.
PRIMARY DELIVERY POINT(S)		Path 1: Stanfield Path 2: Sumas Path 3: Sumas (or any point in path between Opal and Sumas)
MINIMUM TERM		15 Years
EVERGREEN PROVISION (If Applicable)		Please see Precedent Agreement.
RIGHT OF FIRST REFUSAL (If Applicable)		Not Applicable
TARGET IN-SERVICE DATE		November 1, 2030
OPEN SEASON/REVERSE OPEN SEASON START		June 25, 2025
OPEN SEASON/REVERSE OPEN SEASON END		5:00 PM CST on August 6, 2025
PRECEDENT AGREEMENT EXECUTION DEADLINE		September 30, 2025

¹ The prospective shipper must also pay any applicable maximum volumetric charges, reservation surcharges, and other surcharges (i.e., Annual Charge Adjustment (ACA), CRM Surcharge, scheduled overrun, penalties, etc.), and provide prospective shipper’s pro rata share of gas used for fuel (including lost or gained and unaccounted-for gas), each as approved by the Federal Energy Regulatory Commission (“FERC”) under Rate Schedule TF-1 of the Tariff, as the same may be adjusted from time to time with FERC’s approval. Please see the Rate Schedule listed above in Northwest’s FERC Gas Tariff for additional information.

²Actual rates will depend on the final capacity and scope of the Project.

Rockies Columbia Connector Map¹



¹Please see Path descriptions below.



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PROJECT DESCRIPTION

The Project will be an integrated expansion of Northwest's System whereby Northwest will construct the necessary facilities to provide 650,000 Dth/d, or more, of new primary firm transportation service with a target in-service date of November 1, 2030. Northwest anticipates the Project will consist of additional compression and pipeline looping to provide primary firm natural gas transportation from either the Opal Plant receipt point or the Stanfield receipt point, to northern delivery points on Northwest's system listed below. The final capacity and scope of the Project will be determined by Northwest, following the Open Season and Reverse Open Season. Prospective shippers will be responsible for confirming the availability of the receipt and delivery points they request in their Non-Binding Open Season Bid Sheet with the receipt and delivery point operators.

By utilizing Northwest's existing assets to the greatest extent possible, the Project aims to minimize impacts to property owners and the environment while meeting the needs of prospective shippers for additional volume in this corridor.

The Project will consist of additional primary firm transportation service on Northwest's System along three paths.

Path 1: Opal Plant Receipt Point near milepost 437.6 in Lincoln County, Wyoming to the Stanfield Delivery Point at milepost 1048.2 in Umatilla County, Oregon, or any delivery point between milepost 437.7 in Lincoln County, Wyoming and milepost 1048.2 in Umatilla County, Oregon. While the delivery point cannot be any further north than milepost 1048.2, Northwest may consider receipt points further south than milepost 437.6.

Path 2: Opal Plant Receipt Point near milepost 437.6 in Lincoln County, Wyoming to the Sumas Delivery Point at milepost 1484.6 in Whatcom County, Washington or any delivery point between milepost 437.7 in Lincoln County, Wyoming and milepost 1484.6 in Whatcom County, Washington. While the delivery point cannot be any further north than milepost 1484.6, Northwest may consider receipt points further south than milepost 437.6.

Path 3: Stanfield Receipt Point at milepost 1048.2 in Umatilla County, Oregon to the Sumas Delivery Point near milepost 1484.6 in Whatcom County, Washington, or any delivery point between milepost 1048.3 in Umatilla County, Oregon and milepost 1484.6 in Whatcom County, Washington. (i.e., the delivery point cannot be further north than milepost 1484.6).

OPEN SEASON

Anchor Shipper Status

An "Anchor Shipper" under the Project shall mean a prospective shipper requesting a Contract Demand of at least 125,000 Dth/d for a primary term of at least fifteen (15) years.

Rates and Pro Forma Precedent Agreement

Northwest will provide the rate(s) and a copy of the pro-forma precedent agreement for the Project to any prospective shipper that first enters into a confidentiality agreement. Such a confidentiality agreement must be in substantially the form of the pro-forma confidentiality agreement that Northwest will provide to prospective shippers upon request. Prospective shippers may request a copy of the pro-forma confidentiality agreement from Northwest by contacting any of the individuals listed below under Contact Information.



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The Project's rate(s) will ultimately be determined by the results of the Open Season and Reverse Open Season and their impact on the final design of the Project. The primary firm transportation service resulting from the Project will be provided under Northwest's Rate Schedule TF-1. The prospective shipper must indicate in its Non-Binding Open Season Bid Sheet whether it elects to pay the recourse reservation rate or, if applicable, the negotiated reservation rate for the primary firm transportation service under the Project. In addition to the reservation rate elected by the prospective shipper, the prospective shipper must also pay any applicable maximum volumetric charges, reservation surcharges, and other surcharges (i.e., ACA, CRM Surcharge, scheduled overrun, penalties, etc.), and provide prospective shipper's pro rata share of gas used for fuel (including lost or gained and unaccounted-for gas), each as approved by the Federal Energy Regulatory Commission ("FERC") under Rate Schedule TF-1 of the Tariff, as the same may be adjusted from time to time with FERC's approval.

Minimum Term

Requests for primary firm transportation service under the Project must be for a primary term of at least fifteen (15) years. The requested primary term must be stated in whole years.

CREDITWORTHINESS

The creditworthiness requirements of prospective shippers will be set forth in the pro-forma precedent agreement for primary firm transportation service under the Project. Any prospective shipper requesting primary firm transportation service under the Project must first complete and submit to Northwest the following online [Credit Application](#). Credit support, including but not limited to letters of credit and guarantees, may be required by Northwest upon execution of the completed precedent agreement.

OPEN SEASON PROCEDURE

The Open Season and Reverse Open Season will commence on June 25, 2025, and will end at 5:00 p.m. CST on August 6, 2025.

Accordingly, any prospective shipper desiring primary firm transportation service under the Project must complete and submit to Northwest the attached Non-Binding Open Season Bid Sheet via email to NWPBD_Optimization@williams.com (NWPBD_Optimization@williams.com), and the credit application referenced under "Creditworthiness" above, on or before 5:00 p.m. CST on August 6, 2025. Northwest may decline to consider untimely, inaccurate, incomplete and/or non-conforming bids for primary firm transportation service under the Project.

After the close of the Open Season, Northwest will evaluate all non-binding bids to determine whether to execute binding precedent agreements for the Project. The total capacity ultimately awarded after the Open Season will be based on the facilities required to provide the requested service, as determined by Northwest, and the execution of binding precedent agreements between prospective shipper(s) and Northwest on or before September 30, 2025 (or such later date as may be established by Northwest on a non-discriminatory basis). Northwest may decline further consideration of a prospective shipper's non-binding bid for service under the Project if such shipper has not executed a binding precedent agreement with Northwest on or before September 30, 2025 (or such later deadline as may be established by Northwest on a non-discriminatory basis).

RESERVATIONS

Northwest may decline to pursue the Project regardless of quantity or quality of the non-binding bids it receives for the Project. Each prospective shipper's non-binding bid shall remain non-binding unless and until Northwest and the prospective shipper have mutually executed a binding precedent agreement for the



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Project, which Northwest is under no obligation to do. Northwest reserves the right to negotiate with prospective shippers regarding the Project before, during, and after the Open Season on a non-discriminatory basis.

CONTACT INFORMATION

If you need additional information, or have any questions, please contact one of the following Northwest representatives:

Gary Venz, Director Commercial Services	801-554-0550
Christine Wallat, Business Development Lead	713-215-6371
Xan Kotter, Business Development Lead	801-558-6327



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NON-BINDING OPEN SEASON BID SHEET
For
Firm Transportation Service – Rockies Columbia Connector
NORTHWEST PIPELINE LLC

Path 1: Opal Plant Receipt Point near milepost 437.6 in Lincoln County, Wyoming to the Stanfield Delivery Point at milepost 1048.2 in Umatilla County, Oregon, or any delivery point between milepost 437.7 in Lincoln County, Wyoming and milepost 1048.2 in Umatilla County, Oregon. While the delivery point cannot be any further north than milepost 1048.2, Northwest may consider receipt points further south than milepost 437.6.		
CONTRACT DEMAND (Dth/d):		
MAXIMUM DAILY QUANTITY¹ (Dth/d):		
RECOURSE RESERVATION RATE ^{2,3} (\$/Dth/d):	To be provided after execution of a Confidentiality Agreement and the level of interest in the Project has been determined.	
NEGOTIATED RESERVATION RATE^{2,3} (\$/Dth/d):	To be provided after execution of a Confidentiality Agreement and the level of interest in the Project has been determined.	
CONTRACT TERM (Must be at least fifteen (15) whole years):		
PRIMARY RECEIPT POINT(S):	PRIMARY DELIVERY POINT(S):	MAXIMUM DAILY DELIVERY OBLIGATION⁴:
CONDITIONS:		

¹ The total of all Maximum Daily Quantities must equal the Contract Demand.

² The prospective shipper must also pay any applicable maximum volumetric charges, reservation surcharges, and other surcharges (i.e., Annual Charge Adjustment (ACA), CRM Surcharge, scheduled overrun, penalties, etc.), and provide prospective shipper's pro rata share of gas used for fuel (including lost or gained and unaccounted-for gas), each as approved by the Federal Energy Regulatory Commission ("FERC") under Rate Schedule TF-1 of the Tariff, as the same may be adjusted from time to time with FERC's approval. Please see the Rate Schedule listed above in Northwest's FERC Gas Tariff for additional information.

³ Actual rates will depend on the final capacity and scope of the Project.

⁴ The total of all Maximum Daily Delivery Obligations must equal the Contract Demand.



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Path 2: Opal Plant Receipt Point near milepost 437.6 in Lincoln County, Wyoming to the Sumas Delivery Point at milepost 1484.6 in Whatcom County, Washington or any delivery point between milepost 437.7 in Lincoln County, Wyoming and milepost 1484.6 in Whatcom County, Washington. While the delivery point cannot be any further north than milepost 1484.6, Northwest may consider receipt points further south than milepost 437.6.

CONTRACT DEMAND (Dth/d):

MAXIMUM DAILY QUANTITY⁵ (Dth/d):

RECOURSE RESERVATION RATE ^{6,7} (\$/Dth/d):

To be provided after execution of a Confidentiality Agreement and the level of interest in the Project has been determined.

NEGOTIATED RESERVATION RATE^{6,7} (\$/Dth/d):

To be provided after execution of a Confidentiality Agreement and the level of interest in the Project has been determined.

CONTRACT TERM (Must be at least fifteen (15) whole years):

PRIMARY RECEIPT POINT(S):	PRIMARY DELIVERY POINT(S):	MAXIMUM DAILY DELIVERY OBLIGATION ⁸ :

CONDITIONS:

⁵ The total of all Maximum Daily Quantities must equal the Contract Demand.

⁶ The prospective shipper must also pay any applicable maximum volumetric charges, reservation surcharges, and other surcharges (i.e., Annual Charge Adjustment (ACA), CRM Surcharge, scheduled overrun, penalties, etc.), and provide prospective shipper's pro rata share of gas used for fuel (including lost or gained and unaccounted-for gas), each as approved by the Federal Energy Regulatory Commission ("FERC") under Rate Schedule TF-1 of the Tariff, as the same may be adjusted from time to time with FERC's approval. Please see the Rate Schedule listed above in Northwest's FERC Gas Tariff for additional information.

⁷ Actual rates will depend on the final capacity and scope of the Project.

⁸ The total of all Maximum Daily Delivery Obligations must equal the Contract Demand.



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Path 3: Stanfield Receipt Point at milepost 1048.2 in Umatilla County, Oregon to the Sumas Delivery Point near milepost 1484.6 in Whatcom County, Washington, or any delivery point between milepost 1048.3 in Umatilla County, Oregon and milepost 1484.6 in Whatcom County, Washington (i.e., the delivery point cannot be any further north than milepost 1484.6).	
CONTRACT DEMAND (Dth/d):	
MAXIMUM DAILY QUANTITY⁹ (Dth/d):	

RECOURSE RESERVATION RATE ^{10,11} (\$/Dth/d):	To be provided after execution of a Confidentiality Agreement and the level of interest in the Project has been determined.
NEGOTIATED RESERVATION RATE ^{10,11} (\$/Dth/d):	To be provided after execution of a Confidentiality Agreement and the level of interest in the Project has been determined.

CONTRACT TERM (Must be at least fifteen (15) whole years):	
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PRIMARY RECEIPT POINT(S):	PRIMARY DELIVERY POINT(S):	MAXIMUM DAILY DELIVERY OBLIGATION ¹² :

CONDITIONS:

This Non-Binding bid is submitted hereby:

Company:	
Signature:	
By:	
Date:	

⁹ The total of all Maximum Daily Quantities must equal the Contract Demand.

¹⁰ The prospective shipper must also pay any applicable maximum volumetric charges, reservation surcharges, and other surcharges (i.e., Annual Charge Adjustment (ACA), CRM Surcharge, scheduled overrun, penalties, etc.), and provide prospective shipper's pro rata share of gas used for fuel (including lost or gained and unaccounted-for gas), each as approved by the Federal Energy Regulatory Commission ("FERC") under Rate Schedule TF-1 of the Tariff, as the same may be adjusted from time to time with FERC's approval. Please see the Rate Schedule listed above in Northwest's FERC Gas Tariff for additional information.

¹¹ Actual rates will depend on the final capacity and scope of the Project.

¹² The total of all Maximum Daily Delivery Obligations must equal the Contract Demand.



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REVERSE OPEN SEASON

In addition to the Open Season, Northwest is also conducting a Reverse Open Season to solicit offers for the permanent relinquishment of primary firm transportation service on Northwest's System in connection with the Project. Specifically, shippers under Rate Schedule TF-1 of Northwest's Tariff holding northbound primary firm transportation service within Path 1, Path 2 or Path 3 (each a "Relinquishment Path") may offer to relinquish all or part of their capacity, subject to the conditions below. Northwest intends to use qualifying offers to relinquish capacity to determine the final capacity to be created by the Project. The Reverse Open Season will commence at 5:00 p.m. CST on June 25, 2025, and end at 5:00 p.m. CST on August 6, 2025. Accordingly, any shipper desiring to participate in the Reverse Open Season must complete, sign and return the Irrevocable Offer to Relinquish Capacity Form via email to NWPBD_Optimization@williams.com by no later than 5:00 p.m. (CST) on August 6, 2025.

Valid offers for the Reverse Open Season must be submitted in writing and meet the following criteria:

1. The capacity offered must be available year-round and must be wholly within the Relinquishment Path and transportation direction of the Project;
2. Offers to relinquish capacity within a geographical segment may be rejected by Northwest on a not unduly discriminatory basis;
3. The capacity offered must result in a reduction of the facilities otherwise required to provide service under the Project;
4. Inclusion of the capacity offered in the Project must result in a lower cost of service for the Project than if the capacity offered were not included;
5. Offers to relinquish capacity that will result in an economic loss to Northwest with respect to the capacity offered will not be accepted;
6. The remaining contract term for the capacity offered must not exceed fifteen (15) years from and after the proposed in-service date of the Project;
7. Offers to relinquish capacity will not be accepted from any shipper contracting for service under the Project;
8. Offers to relinquish capacity must identify the specific contract(s), Relinquishment Path and quantity of capacity to be relinquished; and
9. Offers to relinquish capacity must be unconditional, binding and irrevocable.

Any shipper submitting an offer to relinquish capacity will be notified as to whether its offer complies with the requirements set forth herein and whether the capacity offered will be accepted and utilized to render service under the Project. If more capacity is offered than is needed for the Project, preference will be given to those offers that will reduce the cost of the Project by the largest amount. In the event of a tie, preference will be given to those offers having the shortest remaining contract term for the capacity to be relinquished.

Shippers relinquishing capacity hereunder will retain all rights and obligations set forth in their respective transportation service agreement(s) and under Northwest's Tariff until firm transportation service under the Project commences, at which time the relinquishing shipper's transportation service agreement(s) will be terminated or amended as necessary to reflect the relinquished capacity, all as further set forth in the agreements described in Paragraph 1 below. If the relinquished capacity is permanently released to another shipper prior to the in-service date of the Project, then the released capacity shall nonetheless remain



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subject to the terms and conditions of relinquishment hereunder.

Northwest's acceptance of capacity offered for relinquishment shall be subject to the following:

1. Execution and delivery by Northwest and shipper of (i) an agreement setting forth the terms and conditions governing the permanent relinquishment of such firm transportation capacity (such agreement to be provided by Northwest), and (ii) an agreement to amend or terminate, as applicable, the shipper's firm transportation service agreement(s) reflecting any necessary modifications resulting from such relinquishment; and
2. Execution and delivery by Northwest and prospective shipper(s) under the Project of firm service agreement(s) subscribing to all the Project's capacity, including such relinquished capacity; and
3. FERC's authorization of the proposed Project facilities and service (including approval of the capacity relinquishment) pursuant to either:
 - a. Northwest's prior notice filing for the proposed Project facilities and service (including approval of the capacity relinquishment) being deemed complete after the 60-day comment period; or
 - b. Receipt by Northwest of a certificate of public convenience and necessity from the FERC authorizing the proposed Project facilities and service (including approval of the capacity relinquishment) in a form acceptable to Northwest in its sole discretion; and
4. Northwest's placing into service the portion of the Project that utilizes the relinquished capacity.

Offers for permanent relinquishment hereunder shall be subject to the orders, rules and regulations of the FERC. Further, if the Project does not go forward for any reason, including, without limitation, the FERC authorization being granted in a form unacceptable to Northwest, the capacity relinquishment shall not be effectuated, and all agreements relating to the capacity relinquishment shall be null and void.

CONTACT INFORMATION

If you need additional information, or have any questions, please contact one of the following Northwest representatives:

Gary Venz, Director Commercial Services	801-554-0550
Christine Wallat, Business Development Lead	713-215-6371
Jordan McDonough, Business Development Lead	832-374-9513
Xan Kotter, Business Development Lead	801-558-6327



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NON-BINDING OFFER TO RELINQUISH CAPACITY FORM
For
Firm Transportation Service – Rockies Columbia Connector
NORTHWEST PIPELINE LLC

FIRM SERVICE TO RELINQUISH	
CONTRACT NUMBER:	
CONTRACT DEMAND (Dth/d):	
TARGET IN-SERVICE RELINQUISHMENT DATE:	Nov 1, 2030 Project Target In-Service-Date

PATH:	
RECEIPT POINT ⁽¹⁾	Maximum Daily Quantity ("MDQ") MDQ must equal the Contract Demand
RECEIPT (Dth/d):	
DELIVERY POINT ⁽¹⁾	Maximum Daily Delivery Obligation ("MDDO") MDDO must equal Contract Demand
DELIVERY (Dth/d):	

(1) Contract path must be northbound from the 1) Opal Plant Receipt Point to the Stanfield Delivery Point and/or 2) Opal Plant Receipt Point to the Sumas Delivery Point and/or 3) Stanfield Receipt Point to the Sumas Delivery Point on Northwest's System. Northwest will consider other receipt and delivery points within the northbound path.

This Non-Binding Offer to Relinquish Capacity is submitted hereby:

Company:	
Signature:	
By:	
Date:	