



December 14, 2011

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

**Gas Transmission Northwest LLC**  
717 Texas Street, Suite 2400  
Houston, Texas 77002-2761

John A. Roscher  
Director, Rates & Tariffs

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Re: Gas Transmission Northwest LLC  
Change in FERC Gas Tariff  
Docket No. RP11-2377-

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act (“NGA”) and Part 154 of the Federal Energy Regulatory Commission’s (“FERC” or “Commission”) regulations,<sup>1</sup> Gas Transmission Northwest LLC (“GTN”) hereby submits for filing certain tariff sections<sup>2</sup> to be part of its FERC Gas Tariff, Fourth Revised Volume No. 1-A (“Tariff”). These revised tariff sections are being submitted to implement the Stipulation and Agreement of Settlement in Docket No. RP11-2377-000 (“Settlement”), filed on August 12, 2011, and approved by the Commission on November 30, 2011 (“November 30 Order”).<sup>3</sup> GTN requests that the Commission accept the proposed tariff sections to become effective January 1, 2012, and respectfully requests expedited review and approval of the revised tariff sheets prior to January 1, 2012.

The names, titles, mailing address, and telephone numbers of those persons to whom correspondence and communications concerning this filing should be addressed are as follows:

<sup>1</sup> 18 C.F.R. Part 154 (2011).

<sup>2</sup> Specifically, GTN is submitting Part 1-Table of Contents; 4.1 – Statement of Rates, FTS-1 and LFS-1 Rates (“Section 4.1”); 4.3 – Statement of Rates, Footnotes to Statement of Effective Rates and Charges; 4.5 – Statement of Rates, Parking and Authorized Imbalance Services; 6.35 – GT&C, Reserved for Future Use; and 6.39 - GT&C, Reserved for Future Use.

<sup>3</sup> Gas Transmission Northwest LLC., 137 FERC ¶ 61,163 (2011).

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\* Persons designated for official service pursuant to Rule 2010.

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

On August 12, 2011, pursuant to Rule 207(a)(5),<sup>4</sup> GTN submitted a petition for approval of the Settlement, which reflected, in part, changes to GTN's transportation rates and certain tariff provisions. GTN included *pro forma* tariff sections reflecting these changes in Appendix B to the Settlement.<sup>5</sup> By its November 30 Order, the Commission approved the Settlement as appearing to be fair and reasonable and in the public interest, to become effective January 1, 2012, pursuant to its terms.

By this instant filing, GTN is submitting live tariff sections that are identical to the *pro forma* sections contained in the Settlement except for the inclusion of Revised Settlement Rates,<sup>6</sup> consistent with Article IX.C of the Settlement. As anticipated by the Settlement, GTN received an additional, and final, distribution of Calpine Corporation shares in 2011.<sup>7</sup> In accordance with Article IX.C of the Settlement, GTN has revised the settlement rates reflected in the August 12 *pro forma* tariff sections to reflect the actual value of distributed Calpine shares.<sup>8</sup> Included at Appendix C is documentation detailing the recalculation of the Adjusted Annual Credit and Revised Settlement Rates, based upon the final Calpine Corporation distribution.<sup>9</sup>

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<sup>4</sup> 18 C.F.R. Section 385.207 (a)(5) (2011).

<sup>5</sup> The *pro forma* tariff sections submitted on August 12, 2011, are the same sections referenced in footnote #2 of the instant filing.

<sup>6</sup> The term "Revised Settlement Rates" is defined in Article IX.C as an adjustment to the rates that reflects GTN's receipt of the last allocation of Calpine Corporation shares prior to the effective date of the Settlement.

<sup>7</sup> In 2005, Calpine Corporation and certain affiliates declared bankruptcy.

<sup>8</sup> The actual value of the final Calpine Corporation distribution varied from the estimate utilized in the Settlement. In accordance with Article IX.B of the Settlement, the Adjusted Annual Credit was recalculated as well based upon the actual value of the final distribution, and now equals (\$7,890,277).

<sup>9</sup> In Appendix C, the Adjusted Annual Credit is labeled "Annual Amortization to COS."

### Effective Date and Request for Waiver

GTN requests that the Commission approve the tariff sections included at Appendix A to become effective January 1, 2012, consistent with the effective date of the Settlement. GTN respectfully requests that the Commission grant all waivers of its regulations and GTN's Tariff necessary to accept this filing and approve the tariff sections included at Appendix A to become effective as requested herein.

### Other Filings Which May Affect This Proceeding

There are no other filings before the Commission which affect this proceeding. GTN notes however that on November 28, 2011, in Docket No. RP12-170-000, GTN filed revised Section 4.1 to restate daily negotiated rates for service on GTN's Medford lateral to accommodate the 2012 leap year. This filing is currently pending before the Commission. Upon approval of the instant tariff sheets and those contained in the November 28 filing, GTN will resubmit Section 4.1 to reflect both the new Settlement rates and the restated daily negotiated rates.

### Contents of Filing

In accordance with Section 154.7 of the Commission's regulations and Order No. 714,<sup>10</sup> GTN is submitting the following XML filing package, which includes:

- 1) This transmittal letter;
- 2) The clean tariff sections (Appendix A);
- 3) The marked tariff sections (Appendix B); and
- 4) The recalculated Adjusted Annual Credit and Revised Settlement Rates (Appendix C).

### Certificate of Service

As required by Sections 154.7 (b) and 154.208 of the Commission's regulations, copies of this filing are being served on all of GTN's existing customers and interested state regulatory

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<sup>10</sup> Electronic Tariff Filings, 124 FERC ¶ 61,270 (2008) ("Order No. 714").

agencies. A copy of this letter, together with the other attachments, is available during regular business hours for public inspection at GTN's principal place of business.

Pursuant to Section 385.2005 and Section 385.2011, the undersigned has read this filing and knows its contents, and the contents are true as stated, to the best of his knowledge and belief. The undersigned possesses full power and authority to sign such filing.

Any questions regarding this filing may be directed to Joan Collins at (832) 320-5651.

Respectfully submitted,

GAS TRANSMISSION NORTHWEST LLC

A handwritten signature in black ink that reads "John A. Roscher". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

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John A. Roscher  
Director, Rates & Tariffs

Enclosures

# Appendix A

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

### Clean Tariff

<b><u>Tariff Section</u></b>	<b><u>Version</u></b>
1 - Table of Contents	v.5.0.0
4.1 - Statement of Rates, FTS-1 and LFS-1 Rates	v.6.0.0
4.3 - Statement of Rates, Footnotes to Statement of Effective Rates and Charges	v.4.0.0
4.5 - Statement of Rates, Parking and Authorized Imbalance Services	v.3.0.0
6.35 - GT&C, Reserved for Future Use	v.3.0.0
6.39 - GT&C, Reserved for Future Use	v.3.0.0

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STATEMENT OF EFFECTIVE RATES AND CHARGES FOR  
 TRANSPORTATION OF NATURAL GAS

Rate Schedules FTS-1 and LFS-1

	RESERVATION							
	DAILY MILEAGE (a) (Dth-MILE)		DAILY NON-MILEAGE (b) (Dth)		DELIVERY (c) (Dth-MILE)		FUEL (d) (Dth-MILE)	
	<u>Max.</u>	<u>Min.</u>	<u>Max.</u>	<u>Min.</u>	<u>Max.</u>	<u>Min.</u>	<u>Max.</u>	<u>Min.</u>
BASE	0.000498	0.000000	0.039216	0.000000	0.000016	0.000016	0.0050%	0.0000%
STF (e)	(e)	0.000000	(e)	0.000000	0.000016	0.000016	0.0050%	0.0000%
EXTENSION CHARGES								
MEDFORD								
E-1 (f)	0.003290	0.000000	0.005498	0.000000	0.000026	0.000026	---	---
E-2 (g)(l) (WWP)	0.009389	0.000000	---	---	0.000000	0.000000	---	---
E-2 (h)(l) (Diamond 1)	0.002972	0.000000	---	---	0.000000	0.000000	---	---
E-2(h)(l) (Diamond 2)	0.001166	0.000000	---	---	0.000000	0.000000	---	---
COYOTE SPRINGS								
E-3 (i)	0.001412	0.000000	0.001420	0.000000	0.000000	0.000000	---	---
OVERRUN CHARGE (j)								
	---	---	---	---	---	---	---	---
SURCHARGES								
ACA (k)	---	---	---	---	0.001800	0.001800	---	---

STATEMENT OF EFFECTIVE RATES AND CHARGES  
 FOR TRANSPORTATION OF NATURAL GAS

Notes:

- (a) The mileage component shall be applied per pipeline mile to gas transported by GTN for delivery to shipper based on the primary receipt and delivery points in Shipper's contract. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The non-mileage component is applied per Shipper's MDQ at Primary Point(s) of Delivery on Mainline Facilities.
- (c) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (d) Fuel Use: Shipper shall furnish gas used for compressor station fuel, line loss, and other utility purposes, plus other unaccounted-for gas used in the operation of GTN's combined pipeline system in an amount equal to the sum of the current fuel and line loss percentage and the fuel and line loss percentage surcharge in accordance with Section 6.38 of this tariff, multiplied by the distance in pipeline miles transported from the receipt point to the delivery point multiplied by the transportation quantities of gas received from Shipper under these rate schedules. The current fuel and line loss percentage shall be adjusted each month between the maximum rate of 0.0050% per Dth per pipeline mile and the minimum rate of 0.0000% per Dth per mile. The fuel and line loss percentage surcharge is 0.0000% per Dth per pipeline mile. No fuel use charges will be assessed for backhaul service. Currently effective fuel charges may be found on GTN's Internet website under "Informational Postings."
- (e) Seasonal recourse rates apply to short-term firm (STF) service under Rate Schedule FTS-1 (i.e., firm service that has a term of less than one year and that does not include multiple-year seasonal service) and IT Service under Rate Schedule ITS-1. By March 1 of each year GTN may designate up to four (4) months as peak months during a twelve-month period beginning on June 1 of the same year through May 31 of the following year. All other months will be considered off-peak months. Reservation rate components that apply to STF service and per-unit-rate IT service are as follows (delivery charges and applicable surcharges continue to apply):

	4 Peak Mos.	3 Peak Mos.	2 Peak Mos.	1 Peak Mo.	0 Peak Mos.
Peak NM Res.	\$0.054902	\$0.054902	\$0.054902	\$0.054902	\$0.039216
Peak Mi. Res.	\$0.000697	\$0.000697	\$0.000697	\$0.000697	\$0.000498

Off-Pk NM Res.	\$0.031373	\$0.033987	\$0.036079	\$0.037790	\$0.039216
Off-Pk Mi. Res.	\$0.000399	\$0.000432	\$0.000458	\$0.000480	\$0.000498

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

- (f) Applicable to firm service on GTN's Medford Extension.
- (g) Under the terms of the July 29, 1994 Agreement (Agreement) between GTN and The Washington Water Power Company (WWP) (expressly incorporated herein), the initial negotiated rate is \$0.163955 per Dth-mile, which is designed by dividing first-year annual revenues of \$3.9 million by Dth-mile demand billing determinants of 23,787,000 (22,500 Dth/d x 12 months x 88.1 miles). Each year thereafter, until the end of the primary term of the Agreement, the rate shall increase or decrease by the same overall percentage increase or decrease in a "Benchmark" rate based on PacifiCorp's average electric rate in effect during the preceding contract year under its Residential Rate Schedule 4, or superseding Rate Schedule (or those of its subsidiaries, successors, assigns, or of substitute service providers) applicable to residential heating service for a residential customer utilizing 1,000 kilowatt hours per month. That Benchmark rate shall encompass all of the rate components of the aforementioned Rate Schedule. The Agreement provides for recovery of any "deficiency" amounts (plus carrying costs at GTN's allowed rate of return on investment for the applicable period) over the primary term of the Agreement to the extent permitted by increases in the foregoing electric rates. WWP's first-year deficiency amount of \$3.394 million is equal to WWP's revenue responsibility at the maximum E-2 (Medford) rates, or \$7.294 million [(22,500 Dth/d x 12 months x 88.1 miles x maximum Reservation Charge) + (22,500 Dth/d x 365 days x 88.1 miles x 95% load factor x maximum Delivery Charge)], less WWP's first-year revenue responsibility of \$3.9 million. For each contract year after the end of the primary term of the Agreement, the rate shall equal GTN's then-effective rate as set forth in the applicable tariff for firm transportation service on the Medford Extension. In the event that GTN recovers the "deficiency" amounts of the Firm Transportation Service Agreement during the primary term, WWP shall pay the then-applicable tariff rate for firm transportation service on the Medford Extension (E-1) or successor rate. GTN shall file an annual report with the Commission specifying (a) the calculation of the Medford Extension cost-of-service; (b) the revenues collected under the Medford (E-2) Rate; (c) the deferred cost recovery mechanism account balance, including carrying charges; and (d) workpapers detailing the computations.
- (h) Applies to Diamond Energy service, which commences 1998. Rate is negotiated reservation charge of \$0.002972 per Dth per day for first 45,000 Dth/d and \$0.001166 per Dth per day for the second 45,000 Dth/d. Revenues will be applied to annual revenue requirement on the Medford Extension.
- (i) Applicable to firm service on GTN's Coyote Springs Extension.

- (j) The Overrun Charge shall be equal to the rates and charges set forth for interruptible service under Rate Schedule ITS-1.
- (k) In accordance with Section 6.22 of the Transportation General Terms and Conditions of this FERC Gas Tariff, Fourth Revised Volume No. 1-A, all Transportation services that involve the physical movement of gas shall pay an ACA unit adjustment of \$0.0018 per Dth. This adjustment shall be in addition to the Base Tariff Rate(s) specified above.
- (l) Daily reservation charges will be reset for leap years.
- (m) Reserved.
- (n) The Rate Schedule ITS-1 Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (o) The Rate Schedule ITS-1 Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.

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

Parking and Authorized Imbalance Services  
(\$/Dth)

RATE SCHEDULE AND TYPE OF CHARGE	BASE TARIFF RATE	
	MINIMUM	MAXIMUM
PS-1 Parking Service:	0.0	0.278124/d
AIS-1 Authorized Imbalance Service:	0.0	0.278124/d

Notes:

6.35 RESERVED FOR FUTURE USE

6.35.1 Reserved for Future Use.

6.35.2 Reserved for Future Use.

6.35.3 Reserved for Future Use.

6.35.4 Reserved for Future Use.

6.35.5 Reserved for Future Use.

6.35.6 Reserved for Future Use.

6.35.7 Reserved for Future Use.

6.35.8 Reserved for Future Use.

6.35.9 Reserved for Future Use.

6.39 RESERVED FOR FUTURE USE

# Appendix B

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

### Marked Tariff

<b><u>Tariff Section</u></b>	<b><u>Version</u></b>
1 - Table of Contents	v.5.0.0
4.1 - Statement of Rates, FTS-1 and LFS-1 Rates	v.6.0.0
4.3 - Statement of Rates, Footnotes to Statement of Effective Rates and Charges	v.4.0.0
4.5 - Statement of Rates, Parking and Authorized Imbalance Services	v.3.0.0
6.35 - GT&C, Reserved for Future Use	v.3.0.0
6.39 - GT&C, Reserved for Future Use	v.3.0.0

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STATEMENT OF EFFECTIVE RATES AND CHARGES FOR  
 TRANSPORTATION OF NATURAL GAS

Rate Schedules FTS-1 and LFS-1

	RESERVATION							
	DAILY MILEAGE (a) (Dth-MILE)		DAILY NON-MILEAGE (b) (Dth)		DELIVERY (c) (Dth-MILE)		FUEL (d) (Dth-MILE)	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
BASE	0.00049863	0.000000	0.03921663	0.000000	0.000016	0.000016	0.0050%	0.0000%
STF (e)	(e)	0.000000	(e)	0.000000	0.000016	0.000016	0.0050%	0.0000%
EXTENSION CHARGES								
MEDFORD								
E-1 (f)	0.003290	0.000000	0.005498	0.000000	0.000026	0.000026	---	---
E-2 (g)(l) (WWP)	0.009389	0.000000	---	---	0.000000	0.000000	---	---
E-2 (h)(l) (Diamond 1)	0.002972	0.000000	---	---	0.000000	0.000000	---	---
E-2(h)(l) (Diamond 2)	0.001166	0.000000	---	---	0.000000	0.000000	---	---
COYOTE SPRINGS								
E-3 (i)	0.001412	0.000000	0.001420	0.000000	0.000000	0.000000	---	---
OVERRUN CHARGE (j)								
	---	---	---	---	---	---	---	---
SURCHARGES								
ACA (k)	---	---	---	---	0.001800	0.001800	---	---

STATEMENT OF EFFECTIVE RATES AND CHARGES  
 FOR TRANSPORTATION OF NATURAL GAS

Notes:

- (a) The mileage component shall be applied per pipeline mile to gas transported by GTN for delivery to shipper based on the primary receipt and delivery points in Shipper's contract. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (b) The non-mileage component is applied per Shipper's MDQ at Primary Point(s) of Delivery on Mainline Facilities.
- (c) The delivery rates are applied per pipeline mile to gas transported by GTN for delivery to shipper based on distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (d) Fuel Use: Shipper shall furnish gas used for compressor station fuel, line loss, and other utility purposes, plus other unaccounted-for gas used in the operation of GTN's combined pipeline system in an amount equal to the sum of the current fuel and line loss percentage and the fuel and line loss percentage surcharge in accordance with Section 6.38 of this tariff, multiplied by the distance in pipeline miles transported from the receipt point to the delivery point multiplied by the transportation quantities of gas received from Shipper under these rate schedules. The current fuel and line loss percentage shall be adjusted each month between the maximum rate of 0.0050% per Dth per pipeline mile and the minimum rate of 0.0000% per Dth per mile. The fuel and line loss percentage surcharge is 0.0000% per Dth per pipeline mile. No fuel use charges will be assessed for backhaul service. Currently effective fuel charges may be found on GTN's Internet website under "Informational Postings."
- (e) Seasonal recourse rates apply to short-term firm (STF) service under Rate Schedule FTS-1 (i.e., firm service that has a term of less than one year and that does not include multiple-year seasonal service) and IT Service under Rate Schedule ITS-1. ~~Pursuant to the Stipulation and Agreement approved by the Commission in Docket No. RP06-407-000, by~~ By March 1 of each year GTN may designate up to four (4) months as peak months during a twelve-month period beginning on June 1 of the same year through May 31 of the following year. All other months will be considered off-peak months. Reservation rate components that apply to STF service and per-unit-rate IT service are as follows (delivery charges and applicable surcharges continue to apply):

	4 Peak Mos.	3 Peak Mos.	2 Peak Mos.	1 Peak Mo.	0 Peak Mos.
Peak NM Res.	\$0.0549024285	\$0.0549024285	\$0.0549024285	\$0.0549024285	
	\$0.0392166632				

Peak Mi. Res.	\$0.00069748	\$0.00069748	\$0.00069748	\$0.00069748	\$0.00049863
Off-Pk NM Res.	\$0.03137329306	\$0.0339871749	\$0.0360793701	\$0.0377905299	\$0.0392166632
Off-Pk Mi. Res.	\$0.00039970	\$0.00043201	\$0.00045826	\$0.00048046	\$0.00049863

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

- (f) Applicable to firm service on GTN's Medford Extension.
- (g) Under the terms of the July 29, 1994 Agreement (Agreement) between GTN and The Washington Water Power Company (WWP) (expressly incorporated herein), the initial negotiated rate is \$0.163955 per Dth-mile, which is designed by dividing first-year annual revenues of \$3.9 million by Dth-mile demand billing determinants of 23,787,000 (22,500 Dth/d x 12 months x 88.1 miles). Each year thereafter, until the end of the primary term of the Agreement, the rate shall increase or decrease by the same overall percentage increase or decrease in a "Benchmark" rate based on PacifiCorp's average electric rate in effect during the preceding contract year under its Residential Rate Schedule 4, or superseding Rate Schedule (or those of its subsidiaries, successors, assigns, or of substitute service providers) applicable to residential heating service for a residential customer utilizing 1,000 kilowatt hours per month. That Benchmark rate shall encompass all of the rate components of the aforementioned Rate Schedule. The Agreement provides for recovery of any "deficiency" amounts (plus carrying costs at GTN's allowed rate of return on investment for the applicable period) over the primary term of the Agreement to the extent permitted by increases in the foregoing electric rates. WWP's first-year deficiency amount of \$3.394 million is equal to WWP's revenue responsibility at the maximum E-2 (Medford) rates, or \$7.294 million [(22,500 Dth/d x 12 months x 88.1 miles x maximum Reservation Charge) + (22,500 Dth/d x 365 days x 88.1 miles x 95% load factor x maximum Delivery Charge)], less WWP's first-year revenue responsibility of \$3.9 million. For each contract year after the end of the primary term of the Agreement, the rate shall equal GTN's then-effective rate as set forth in the applicable tariff for firm transportation service on the Medford Extension. In the event that GTN recovers the "deficiency" amounts of the Firm Transportation Service Agreement during the primary term, WWP shall pay the then-applicable tariff rate for firm transportation service on the Medford Extension (E-1) or successor rate. GTN shall file an annual report with the Commission specifying (a) the calculation of the Medford Extension cost-of-service; (b) the revenues collected under the Medford (E-2) Rate; (c) the deferred cost recovery mechanism account balance, including carrying charges; and (d) workpapers detailing the computations.
- (h) Applies to Diamond Energy service, which commences 1998. Rate is negotiated reservation charge of \$0.002972 per Dth per day for first 45,000 Dth/d and \$0.001166 per

Dth per day for the second 45,000 Dth/d. Revenues will be applied to annual revenue requirement on the Medford Extension.

- (i) Applicable to firm service on GTN's Coyote Springs Extension.
- (j) The Overrun Charge shall be equal to the rates and charges set forth for interruptible service under Rate Schedule ITS-1.
- (k) In accordance with Section 6.22 of the Transportation General Terms and Conditions of this FERC Gas Tariff, Fourth Revised Volume No. 1-A, all Transportation services that involve the physical movement of gas shall pay an ACA unit adjustment of \$0.0018 per Dth. This adjustment shall be in addition to the Base Tariff Rate(s) specified above.
- (l) Daily reservation charges will be reset for leap years.
- (m) Reserved.
- (n) The Rate Schedule ITS-1 Mileage Component shall be applied per pipeline mile to gas transported by GTN based on the distance of gas transported. Consult GTN's system map in Section 3 for receipt and delivery point and milepost designations.
- (o) The Rate Schedule ITS-1 Non-Mileage Component shall be applied per Dth of gas transported by GTN for immediate delivery to the facilities of another entity or an extension facility.

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

Parking and Authorized Imbalance Services  
(\$/Dth)

RATE SCHEDULE AND TYPE OF CHARGE	BASE TARIFF RATE	
	MINIMUM	MAXIMUM
PS-1 Parking Service:	0.0	0.27812459253/d
AIS-1 Authorized Imbalance Service:	0.0	0.27812459253/d

Notes:

6.35 RESERVED FOR FUTURE USE~~PIPELINE INTEGRITY PLAN (PIP) SURCHARGE~~

6.35.1 Reserved for Future Use~~Recoverable Costs.~~

~~This section sets forth a tracking mechanism to recover, through a volumetric surcharge, the cost of service effect of Transporter's capital and related operation and maintenance (O&M) expenditures incurred pursuant to Transporter's PIP on or after January 1, 2007 and on or before December 31, 2011 (Tracker Period) by Transporter under the Pipeline Safety Improvement Act of 2002 and the Commission's Order on Accounting for Pipeline Assessment Costs in Docket No. AI05-1-000 (Qualifying Costs). The volumetric surcharges (PIP Surcharges), if any, may be charged by Transporter for five years beginning April 1, 2008 (PIP Surcharge Period). The PIP Surcharge Period shall terminate on March 31, 2013. Qualifying Costs shall not include costs associated with O&M expenses or capital additions that are incurred through the ordinary course of business or costs associated with new expansion facilities. Qualifying Costs recoverable through the PIP surcharge shall consist of a pre tax rate of return of 15% on PIP capital expenditures (adjusted for associated accumulated depreciation at the rates provided for in the Stipulation and Agreement of Settlement in Docket No. RP06-407 and accumulated deferred income taxes) and the annual depreciation expense associated with PIP capital expenditures. In addition, the amount recoverable pursuant to the PIP surcharge shall include the actual O&M expenses incurred by Transporter pursuant to Transporter's PIP. Transporter shall separately track all expenses and invested capital related to Qualifying Costs made on and after January 1, 2007.~~

6.35.2 Reserved for Future Use Limitations.

~~In each of the five years of the Tracker Period, Transporter may only recover, through the PIP Surcharge, Qualifying Costs (which will include any Cost Threshold Credits) that exceed a cumulative cost recovery threshold of \$12 million per year. Total Qualifying Costs incurred in any of the five years of the Tracker Period which exceed the cost recovery threshold and are less than or equal to the costs otherwise recoverable through application of the corresponding PIP Surcharge Rate Cap are hereafter referred to as "Net Qualifying Costs" and shall be recovered through a PIP surcharge collected from customers in the following year. Thus, to the extent there are Net Qualifying Costs in year one of the Tracker Period, Transporter may file to establish a PIP surcharge to recover such costs in year one of the PIP Surcharge Period. In each of the subsequent years of the Tracker Period, Transporter may file, in the year following the year the costs are incurred, to establish a PIP surcharge to recover the Net Qualifying Costs incurred in the prior year. If, in any given year of the Tracker Period, Transporter incurs more Qualifying Costs than may be recovered through application of the PIP Surcharge Rate Cap, the difference between the Qualifying Costs incurred and the amount recoverable through application of the PIP Surcharge Rate Cap shall be deemed a "Cost Threshold Credit." This Cost Threshold Credit may be applied by Transporter, in a subsequent year of the Tracker Period, to increase the level of Net Qualifying Costs recovered via the PIP Surcharge subject to the limit that the total Net Qualifying Costs recovered in this subsequent year may not exceed the applicable PIP Surcharge Rate Cap. To the extent there is a remaining Cost Threshold Credit unrecovered at the end of the Tracker Period, Transporter may apply such credit in Year 5 of the PIP Surcharge Period to increase the level of Net Qualifying Costs recoverable from its customers subject to the following two limitations: (1) the total Net Qualifying Costs recovered over the entire PIP Surcharge Period may not exceed \$40 million (Total Surcharge Cost Cap); and (2) the resulting PIP surcharge for Year 5 of the PIP Surcharge Period does not exceed the Year 5 PIP Surcharge Rate Cap. All remaining Cost Threshold Credits are extinguished thereafter and the customers have no further obligation to reimburse Transporter for PIP costs while the settlement rates of Docket No. RP06 407 are in effect. To the extent Transporter accelerates the termination of the Moratorium, as defined and set forth in Article V.C. of the Docket No. RP06 407 Settlement, customers' obligation to pay the PIP Surcharge also terminates simultaneously.~~

6.35.3 Reserved for Future Use PIP Surcharge Rate Cap.

~~To recover PIP costs incurred in year one of the Tracker Period, Transporter may implement a surcharge that does not exceed a rate cap of \$0.0110 per Dth. The PIP Surcharge Rate Cap will increase each subsequent year of the PIP Surcharge Period as follows: \$0.0135 for costs eligible for recovery in year two, \$0.0160 for costs eligible for recovery in year three, \$0.0185 for costs eligible for recovery in year four, and \$0.0200 for costs eligible for recovery in year five of the Tracker Period. The PIP Surcharge Rate Cap in no way places limits on the determination of Net Qualifying Costs, except as set forth in Section 6.35.2 above. To the extent that eligible PIP costs are not recovered in any given year due to cost recovery limits imposed by a PIP Surcharge Rate Cap, Transporter may defer recovery of such costs to a subsequent year, subject to application of the PIP Surcharge Rate Cap for such subsequent year and subject to the overall limitations as set forth in Section 6.35.2 above.~~

6.35.4 Reserved for Future UseFiling of the PIP Surcharge.

~~Following each year of the Tracker Period, Transporter shall determine the Net Qualifying Costs, inclusive of unused Cost Threshold Credits, if any. To the extent there are any such costs, Transporter will submit a limited Section 4 filing to establish a PIP surcharge, not to exceed the PIP Surcharge Rate Cap, at least thirty (30) days prior to April 1st of each year (Effective Date). Transporter shall include with each PIP surcharge filing tariff sections setting forth the PIP surcharge, work papers detailing the calculation of such surcharge in accordance with this Section 6.35, and work papers providing all PIP cost data from January 1, 2007 through December 31 of the most recent calendar year. If the Net Qualifying Costs for the applicable Tracker Period are zero (0), then Transporter will not be required to file tariff sections with the Commission and instead will post, at least thirty (30) days prior to April 1st of each year, the same cost detail in a separate location on Transporter's Internet website. The informational posting shall remain accessible on the website and shall be available for use in any subsequent PIP Surcharge filing or in a true up filing made pursuant to Section 6.35.8. Transporter shall provide in each annual PIP filing or website posting a detailed written description of all PIP capital expenditures, including for each project: the location of the work, a description of the type of work and why it was necessary for pipeline integrity purposes, whether the work was required by the Pipeline Safety Improvement Act of 2002 or goes beyond those requirements, and the actual or estimated costs of the project. Transporter also shall provide information detailing the basis of the PIP O&M expenses, with an explanation of how those expenditures were required and reasonable for pipeline integrity purposes. All issues related to the prudence of cost incurrence, prudence of the PIP's implementation, qualification of the claimed costs for recovery under this surcharge mechanism, whether the PIP O&M expenses related solely to PIP-related O&M costs whether the capital expenditures are Qualifying Costs, and calculation of the charges are preserved for protest and resolution in the annual filings submitted pursuant to this provision.~~

6.35.5 Reserved for Future UseApplicability.

~~The PIP Surcharge shall apply to and be paid in addition to the rates applicable to services provided under Rate Schedules FTS 1, LFS 1, and ITS 1.~~

- ~~(a) The PIP surcharge shall be expressed in dollars per Dth and may be recovered only in a manner consistent with the ACA surcharge (that is, only once per Dth transported by Transporter).~~
- ~~(b) To the extent a PIP Surcharge is placed into effect, the surcharge will remain in effect for one year from April 1 through March 31. The PIP Surcharge will be subject to refund with interest until approved by FERC.~~
- ~~(c) With regard to transportation services that are discounted by Transporter, the PIP Surcharge will be considered as being discounted first, before other items included in the maximum rate levels are impacted. Transporter shall have no right to re-allocate to or otherwise recover from Shippers any PIP Surcharges that it may have agreed to discount.~~

6.35.6 Reserved for Future Use ~~Calculation of the PIP Surcharge.~~

- ~~(a) Transporter shall determine the amount of Net Qualifying Costs to be recovered through a PIP Surcharge by calculating actual Qualifying Costs as of each December 31 preceding each Effective Date, subject to the limitations as set forth in Section 6.35.2 above. The PIP-related gross plant balance as of each December 31st shall be reduced by the corresponding accumulated provisions for depreciation and deferred income taxes to arrive at a PIP Rate Base. The PIP Rate Base shall be multiplied by a fifteen percent (15%) pre-tax return on total invested capital to arrive at a PIP Pre Tax Return Amount. The PIP Pre Tax Return Amount shall be added to PIP O&M and depreciation expenses incurred during the previous calendar year.~~
- ~~(b) Net Qualifying Costs, plus any available Cost Threshold Credits, shall be divided by the actual throughput under Rate Schedules FTS 1, LFS 1, and ITS 1, adjusted for any known and measurable changes, for the 12 month period ending December 31st to derive the PIP surcharge to become effective on April 1st of the following year.~~

6.35.7 Reserved for Future Use~~Roll in of PIP Capital Investments.~~

~~At the time Transporter files any new base rate case under Section 4 of the Natural Gas Act, or any time an investigation into Transporter's base rates is initiated under Section 5 of the Natural Gas Act, Transporter shall be entitled to propose to include, among other things, the costs of all PIP capital expenditures (adjusted for applicable depreciation) as part of its proposed rate base. Shippers reserve all rights to challenge inclusion of these costs in any future rate cases. All investment, associated depreciation, depreciation expense and deferred income taxes shall be recovered by Transporter in accordance with the Uniform System of Accounts.~~

6.35.8 Reserved for Future Use~~True-up.~~

~~To the extent Transporter establishes a PIP Surcharge during the PIP Surcharge Period, within three (3) months following March 31, 2013, Transporter will submit a filing that sets forth the (1) the Net Qualifying Costs recovered via the PIP Surcharges during the PIP Surcharge Period, and (2) PIP cost detail as provided for in Section 6.35.4 for each year of the Tracker Period. If the total Qualifying Costs incurred are less than \$60 million, then Transporter will file to establish a negative surcharge to return the PIP Surcharges up to the level of the Net Qualifying Costs recovered. If the total Qualifying Costs incurred are between \$60 million and \$100 million, Transporter shall not be entitled to recover more than the total Qualifying Costs less \$60 million through the PIP surcharge, and Transporter shall establish a negative surcharge to return amounts recovered in excess of this amount. For purposes of the True up, Qualifying Costs do not include costs that could not be recovered in year five of the PIP Surcharge Period because the year five PIP Surcharge Rate Cap was exceeded. In addition, to the extent Transporter has recovered, through application of PIP Surcharges, costs that are in excess of \$40 million, Transporter will file to establish a negative surcharge to return amounts collected in excess of the final Net Qualifying Cost balance. The negative surcharges must be designed such that they may be applied in full by the end of the same calendar year. Such amounts returned by Transporter may not exceed the amounts recovered by Transporter through application of PIP Surcharges. The final true up calculation will additionally take into account the difference between the estimated transportation throughput used to set the PIP Surcharge(s) and actual transportation throughput during the last year a surcharge is in effect.~~

6.35.9 Reserved for Future UseInterest.

~~Except as set forth in Section 6.35.5(b), interest shall not be included in any charge or refund that will be provided pursuant to the PIP tracking mechanism set forth herein.~~

6.39 RESERVED FOR FUTURE USE~~INCREMENTAL FUEL REALLOCATION MECHANISM~~

~~When at least one incremental fuel surcharge is currently in effect on the GTN system under this FERC Gas Tariff, new Shippers, taking either long term firm (LTF) capacity that is available on the GTN system or LTF capacity that is permanently released pursuant to Section 6.28 of these General Terms and Conditions, will be subject to the highest incremental fuel rate where such fuel rate otherwise applies to expansion Shippers on the GTN system. LTF capacity that is available on the GTN system includes, but is not limited to: capacity that is subject to the right of first refusal process where the existing Shipper has elected to terminate its contract pursuant to Section 6.33 paragraph 1 of these General Terms and Conditions; capacity that is subject to the right of first refusal process where the existing Shipper elects not match the highest bid(s) pursuant to Section 6.33 paragraph 2; and capacity that has returned to the pipeline because of Shipper default or other contract termination.~~

~~The fuel rate that applies to new LTF Shipper(s) will be determined by the following formula, where Incremental Fuel represents the fuel assumption (in Dth) supporting the original incremental fuel rate associated with a particular expansion project and Incremental Dth miles represents all capacity currently subject to the associated incremental fuel surcharge.~~

~~Incremental Fuel (Dth)~~

~~—————  
Incremental Dth miles + New LTF Shipper Dth miles~~

# **Appendix C**

## **Calculation of the Adjusted Annual Credit and Revised Settlement Rates**

	H	I	J	K	L	M
1	<b>Final Distribution before December 31, 2011</b>					
2						
3	<b>CALPINE Recovery of</b>		<b>\$ 19,060,329.83</b>		<b>Actual</b>	
4						
5	Agreed Upon Principal Amount- including \$20 Million (gross) receivable					\$ 56,269,212.00
6						
7	Adjustment to reflect actual recovery		Gross		Tax Effect	
8	Increase/ (Decrease)		(\$939,670.17)		1.62500	
9						Net
10						\$ (578,257.00)
11						
12						
13						
14	Excel "Goal Seek" to set 12/31/2019 Balance to zero by adjusting the monthly amortization					
15	Annual Amortization to COS		\$ (7,890,277.06)			
16						
17	<u>Month</u>	<u>Begin Balance</u>	<u>Amortization</u>	<u>End Balance</u>	<u>Qtrly Compound</u>	<u>Interest</u>
18	Jan-12	\$55,690,955.00	\$ (657,523.09)	\$ 55,033,431.91		\$ 149,048.88
19	Feb-12	\$ 55,033,431.91	\$ (657,523.09)	\$ 54,375,908.82		\$ 147,268.09
20	Mar-12	\$ 54,375,908.82	\$ (657,523.09)	\$ 53,718,385.74	\$ 441,804.26	\$ 145,487.29
21	Apr-12	\$ 54,160,189.99	\$ (657,523.09)	\$ 53,502,666.91		\$ 144,903.06
22	May-12	\$ 53,502,666.91	\$ (657,523.09)	\$ 52,845,143.82		\$ 143,122.26
23	Jun-12	\$ 52,845,143.82	\$ (657,523.09)	\$ 52,187,620.73	\$ 429,366.79	\$ 141,341.47
24	Jul-12	\$ 52,616,987.52	\$ (657,523.09)	\$ 51,959,464.44		\$ 140,723.55
25	Aug-12	\$ 51,959,464.44	\$ (657,523.09)	\$ 51,301,941.35		\$ 138,942.76
26	Sep-12	\$ 51,301,941.35	\$ (657,523.09)	\$ 50,644,418.26	\$ 416,828.27	\$ 137,161.97
27	Oct-12	\$ 51,061,246.53	\$ (657,523.09)	\$ 50,403,723.45		\$ 136,510.08
28	Nov-12	\$ 50,403,723.45	\$ (657,523.09)	\$ 49,746,200.36		\$ 134,729.29
29	Dec-12	\$ 49,746,200.36	\$ (657,523.09)	\$ 49,088,677.27	\$ 404,187.88	\$ 132,948.50
30	Jan-13	\$ 49,492,865.15	\$ (657,523.09)	\$ 48,835,342.06		\$ 132,262.38
31	Feb-13	\$ 48,835,342.06	\$ (657,523.09)	\$ 48,177,818.97		\$ 130,481.59
32	Mar-13	\$ 48,177,818.97	\$ (657,523.09)	\$ 47,520,295.88	\$ 391,444.78	\$ 128,700.80
33	Apr-13	\$ 47,911,740.66	\$ (657,523.09)	\$ 47,254,217.57		\$ 127,980.17
34	May-13	\$ 47,254,217.57	\$ (657,523.09)	\$ 46,596,694.49		\$ 126,199.38
35	Jun-13	\$ 46,596,694.49	\$ (657,523.09)	\$ 45,939,171.40	\$ 378,598.14	\$ 124,418.59
36	Jul-13	\$ 46,317,769.54	\$ (657,523.09)	\$ 45,660,246.45		\$ 123,663.17
37	Aug-13	\$ 45,660,246.45	\$ (657,523.09)	\$ 45,002,723.36		\$ 121,882.38
38	Sep-13	\$ 45,002,723.36	\$ (657,523.09)	\$ 44,345,200.28	\$ 365,647.13	\$ 120,101.58
39	Oct-13	\$ 44,710,847.40	\$ (657,523.09)	\$ 44,053,324.32		\$ 119,311.09
40	Nov-13	\$ 44,053,324.32	\$ (657,523.09)	\$ 43,395,801.23		\$ 117,530.29
41	Dec-13	\$ 43,395,801.23	\$ (657,523.09)	\$ 42,738,278.14	\$ 352,590.88	\$ 115,749.50
42	Jan-14	\$ 43,090,869.02	\$ (657,523.09)	\$ 42,433,345.94		\$ 114,923.65
43	Feb-14	\$ 42,433,345.94	\$ (657,523.09)	\$ 41,775,822.85		\$ 113,142.85
44	Mar-14	\$ 41,775,822.85	\$ (657,523.09)	\$ 41,118,299.76	\$ 339,428.56	\$ 111,362.06
45	Apr-14	\$ 41,457,728.32	\$ (657,523.09)	\$ 40,800,205.23		\$ 110,500.56
46	May-14	\$ 40,800,205.23	\$ (657,523.09)	\$ 40,142,682.14		\$ 108,719.76
47	Jun-14	\$ 40,142,682.14	\$ (657,523.09)	\$ 39,485,159.06	\$ 326,159.29	\$ 106,938.97
48	Jul-14	\$ 39,811,318.35	\$ (657,523.09)	\$ 39,153,795.26		\$ 106,041.53
49	Aug-14	\$ 39,153,795.26	\$ (657,523.09)	\$ 38,496,272.17		\$ 104,260.74
50	Sep-14	\$ 38,496,272.17	\$ (657,523.09)	\$ 37,838,749.08	\$ 312,782.21	\$ 102,479.95
51	Oct-14	\$ 38,151,531.30	\$ (657,523.09)	\$ 37,494,008.21		\$ 101,546.27
52	Nov-14	\$ 37,494,008.21	\$ (657,523.09)	\$ 36,836,485.12		\$ 99,765.48
53	Dec-14	\$ 36,836,485.12	\$ (657,523.09)	\$ 36,178,962.03	\$ 299,296.44	\$ 97,984.69
54	Jan-15	\$ 36,478,258.47	\$ (657,523.09)	\$ 35,820,735.38		\$ 97,014.49
55	Feb-15	\$ 35,820,735.38	\$ (657,523.09)	\$ 35,163,212.30		\$ 95,233.70
56	Mar-15	\$ 35,163,212.30	\$ (657,523.09)	\$ 34,505,689.21	\$ 285,701.10	\$ 93,452.91
57	Apr-15	\$ 34,791,390.31	\$ (657,523.09)	\$ 34,133,867.22		\$ 92,445.89
58	May-15	\$ 34,133,867.22	\$ (657,523.09)	\$ 33,476,344.13		\$ 90,665.10
59	Jun-15	\$ 33,476,344.13	\$ (657,523.09)	\$ 32,818,821.04	\$ 271,995.30	\$ 88,884.31

	H	I	J	K	L	M
60	Jul-15	\$ 33,090,816.34	\$ (657,523.09)	\$ 32,433,293.25		\$ 87,840.17
61	Aug-15	\$ 32,433,293.25	\$ (657,523.09)	\$ 31,775,770.16		\$ 86,059.38
62	Sep-15	\$ 31,775,770.16	\$ (657,523.09)	\$ 31,118,247.08	\$ 258,178.13	\$ 84,278.59
63	Oct-15	\$ 31,376,425.21	\$ (657,523.09)	\$ 30,718,902.12		\$ 83,197.03
64	Nov-15	\$ 30,718,902.12	\$ (657,523.09)	\$ 30,061,379.03		\$ 81,416.23
65	Dec-15	\$ 30,061,379.03	\$ (657,523.09)	\$ 29,403,855.94	\$ 244,248.70	\$ 79,635.44
66	Jan-16	\$ 29,648,104.65	\$ (657,523.09)	\$ 28,990,581.56		\$ 78,516.16
67	Feb-16	\$ 28,990,581.56	\$ (657,523.09)	\$ 28,333,058.47		\$ 76,735.37
68	Mar-16	\$ 28,333,058.47	\$ (657,523.09)	\$ 27,675,535.38	\$ 230,206.10	\$ 74,954.57
69	Apr-16	\$ 27,905,741.48	\$ (657,523.09)	\$ 27,248,218.40		\$ 73,797.26
70	May-16	\$ 27,248,218.40	\$ (657,523.09)	\$ 26,590,695.31		\$ 72,016.47
71	Jun-16	\$ 26,590,695.31	\$ (657,523.09)	\$ 25,933,172.22	\$ 216,049.40	\$ 70,235.67
72	Jul-16	\$ 26,149,221.62	\$ (657,523.09)	\$ 25,491,698.53		\$ 69,040.02
73	Aug-16	\$ 25,491,698.53	\$ (657,523.09)	\$ 24,834,175.44		\$ 67,259.23
74	Sep-16	\$ 24,834,175.44	\$ (657,523.09)	\$ 24,176,652.36	\$ 201,777.68	\$ 65,478.43
75	Oct-16	\$ 24,378,430.03	\$ (657,523.09)	\$ 23,720,906.94		\$ 64,244.12
76	Nov-16	\$ 23,720,906.94	\$ (657,523.09)	\$ 23,063,383.85		\$ 62,463.33
77	Dec-16	\$ 23,063,383.85	\$ (657,523.09)	\$ 22,405,860.77	\$ 187,389.99	\$ 60,682.54
78	Jan-17	\$ 22,593,250.76	\$ (657,523.09)	\$ 21,935,727.67		\$ 59,409.26
79	Feb-17	\$ 21,935,727.67	\$ (657,523.09)	\$ 21,278,204.58		\$ 57,628.47
80	Mar-17	\$ 21,278,204.58	\$ (657,523.09)	\$ 20,620,681.50	\$ 172,885.41	\$ 55,847.68
81	Apr-17	\$ 20,793,566.91	\$ (657,523.09)	\$ 20,136,043.82		\$ 54,535.12
82	May-17	\$ 20,136,043.82	\$ (657,523.09)	\$ 19,478,520.73		\$ 52,754.33
83	Jun-17	\$ 19,478,520.73	\$ (657,523.09)	\$ 18,820,997.64	\$ 158,262.98	\$ 50,973.54
84	Jul-17	\$ 18,979,260.62	\$ (657,523.09)	\$ 18,321,737.54		\$ 49,621.37
85	Aug-17	\$ 18,321,737.54	\$ (657,523.09)	\$ 17,664,214.45		\$ 47,840.58
86	Sep-17	\$ 17,664,214.45	\$ (657,523.09)	\$ 17,006,691.36	\$ 143,521.74	\$ 46,059.79
87	Oct-17	\$ 17,150,213.10	\$ (657,523.09)	\$ 16,492,690.01		\$ 44,667.70
88	Nov-17	\$ 16,492,690.01	\$ (657,523.09)	\$ 15,835,166.93		\$ 42,886.91
89	Dec-17	\$ 15,835,166.93	\$ (657,523.09)	\$ 15,177,643.84	\$ 128,660.73	\$ 41,106.12
90	Jan-18	\$ 15,306,304.57	\$ (657,523.09)	\$ 14,648,781.48		\$ 39,673.78
91	Feb-18	\$ 14,648,781.48	\$ (657,523.09)	\$ 13,991,258.39		\$ 37,892.99
92	Mar-18	\$ 13,991,258.39	\$ (657,523.09)	\$ 13,333,735.31	\$ 113,678.97	\$ 36,112.20
93	Apr-18	\$ 13,447,414.28	\$ (657,523.09)	\$ 12,789,891.19		\$ 34,639.29
94	May-18	\$ 12,789,891.19	\$ (657,523.09)	\$ 12,132,368.10		\$ 32,858.50
95	Jun-18	\$ 12,132,368.10	\$ (657,523.09)	\$ 11,474,845.02	\$ 98,575.49	\$ 31,077.71
96	Jul-18	\$ 11,573,420.51	\$ (657,523.09)	\$ 10,915,897.42		\$ 29,563.89
97	Aug-18	\$ 10,915,897.42	\$ (657,523.09)	\$ 10,258,374.33		\$ 27,783.10
98	Sep-18	\$ 10,258,374.33	\$ (657,523.09)	\$ 9,600,851.24	\$ 83,349.29	\$ 26,002.31
99	Oct-18	\$ 9,684,200.53	\$ (657,523.09)	\$ 9,026,677.45		\$ 24,447.25
100	Nov-18	\$ 9,026,677.45	\$ (657,523.09)	\$ 8,369,154.36		\$ 22,666.46
101	Dec-18	\$ 8,369,154.36	\$ (657,523.09)	\$ 7,711,631.27	\$ 67,999.38	\$ 20,885.67
102	Jan-19	\$ 7,779,630.65	\$ (657,523.09)	\$ 7,122,107.56		\$ 19,289.04
103	Feb-19	\$ 7,122,107.56	\$ (657,523.09)	\$ 6,464,584.47		\$ 17,508.25
104	Mar-19	\$ 6,464,584.47	\$ (657,523.09)	\$ 5,807,061.38	\$ 52,524.75	\$ 15,727.46
105	Apr-19	\$ 5,859,586.13	\$ (657,523.09)	\$ 5,202,063.05		\$ 14,088.92
106	May-19	\$ 5,202,063.05	\$ (657,523.09)	\$ 4,544,539.96		\$ 12,308.13
107	Jun-19	\$ 4,544,539.96	\$ (657,523.09)	\$ 3,887,016.87	\$ 36,924.39	\$ 10,527.34
108	Jul-19	\$ 3,923,941.26	\$ (657,523.09)	\$ 3,266,418.17		\$ 8,846.55
109	Aug-19	\$ 3,266,418.17	\$ (657,523.09)	\$ 2,608,895.08		\$ 7,065.76
110	Sep-19	\$ 2,608,895.08	\$ (657,523.09)	\$ 1,951,371.99	\$ 21,197.27	\$ 5,284.97
111	Oct-19	\$ 1,972,569.26	\$ (657,523.09)	\$ 1,315,046.18		\$ 3,561.58
112	Nov-19	\$ 1,315,046.18	\$ (657,523.09)	\$ 657,523.09		\$ 1,780.79
113	Dec-19	\$ 657,523.09	\$ (657,523.09)	\$ 0.00	\$ 5,342.38	\$ 0.00
114	Total 8 yr.Calpine credit		\$ 63,122,216.46			
115						

	H	I	J	K	L	M
116						
117		Calpine Credit for 4 Years		<b>\$ 31,561,108.23</b>		
118						
119		<b>Non-Mileage Reservation</b>				
120		Rev.Reqmt before Calpine Credit (excl.PG&E Fuels)	\$	91,475,215.82		
121		portion of Rev'd 4 Yr.Calpine Credit	\$	4,367,719.35	13.83893%	
122		4 Yr.CD Revenue Revised	\$	<b>87,107,496.47</b>		
123						
124		4 Yr. CD Billing Deter.(Ex.PG&E Fuels)		2,221,199,741		
125						
126		CD Rate	\$	<b>0.0392160</b>		
127		<b>Mileage Reservation</b>				
128		Rev.Reqmt before Calpine Credit (excl.PG&E Fuels)	\$	569,524,027.33		
129		portion of Rev'd 4 Yr.Calpine Credit	\$	27,193,388.88	86.16107%	
130		4 Yr.Mileage Revenue Revised	\$	<b>542,330,638.45</b>		
131						
132		4 Yr. Mileage Billing Deter.(Ex.PG&E Fuels)		1,088,450,363,048		
133						
134		Mileage Rate	\$	<b>0.0004980</b>		
135						
136		<u>Service</u>		<u>Miles</u>		<u>100% LF Rate</u>
137		<i>Kingsgate to Malin</i>		612.46	\$	<b>0.354020</b>
138		<i>Kingsgate to Stanfield</i>		277.37	\$	<b>0.181786</b>
139		<i>Kingsgate to Spokane</i>		108.29	\$	<b>0.094879</b>
140		<i>Malin to Stanfield</i>		335.09	\$	<b>0.211454</b>
141						
142		0.0000160 Variable Rate used above				