

Appendix F

Capacity Requirements & Peak Day Planning

Draft 2020 WA IRP

Appendix F - Introduction

The purpose of this document is to illustrate the flexibility of Cascade's system, and to identify where Cascade needs to pick up incremental upstream pipeline transportation rights.

Cascade can realign the transportation Maximum Daily Delivery Obligation(s) (MDDOs) in the Company's contracts to citygates in the same zone on Northwest Pipeline (NWP) system. GTN has citygate specific MDDOs where that cannot be realigned. GTN's system, however, does have contracts that can be delivered to any of the citygates.

In the charts provided in Appendix F, the green bars indicate what the Company forecasts demand less DSM to be in a peak day environment over the 20-year planning horizon. The orange line shows how many therms can contractually be moved to that area with location-specific MDDOs. The blue line shows the total amount of therms that are utilized by realigning certain contracts that do not specify a fixed location and adding those MDDOs to the fixed contracts. These flexible contracts are assigned using the Company's optimization software, SENDOUT. Finally, the yellow line illustrates how much demand Cascade can serve by adding incremental transportation agreements to its existing transportation portfolio. The space between the blue line and yellow line, if any, shows exactly how much additional transport the Company believes will need to be acquired, and when it needs to be picked up.

As mentioned above, Cascade has the ability to realign certain MDDOs at the upstream pipeline zonal level to help serve demand in areas where there is not a direct contract to that citygate. To that end, certain citygates within NWP's system will utilize MDDOs above or below their contracted level. Some examples of this are described below:

Citygates where Realigned MDDOs are below contracted MDDOs: This occurs when the Company has the capacity to send more gas to a citygate than what is projected to be needed over the 20-year planning horizon. Ideally, this upstream transportation capacity is moved to another citygate within that zone, but in certain situations these MDDOs are unable to be utilized if they are not needed elsewhere. Examples include Quincy and Prosser.

Citygates where Realigned MDDOs are above Contracted MDDOs: This occurs when the Company projects that there is not enough upstream capacity in existing contracts to serve projected demand over the 20-year planning horizon, but there is excess capacity at a citygate within the same zone. It is important to distinguish that this is not an acquisition of additional capacity, but a realignment of excess capacity within the same zone. Examples include Kennewick Loop and East Stanwood Loop.

Citygates where Realigned MDDOs are both above and below contracted MDDOs: In certain situations, a citygate may start the planning horizon with excess capacity but grow to a point where Cascade expects a shortfall with current contracts. In these circumstances, the Company illustrates the citygate first sharing the excess MDDOs with other locations that need it, but later pulling capacity from other areas with excess transportation contract capacity. Prineville is an example of this situation.

Citygates where Realigned MDDOs do meet peak day demand require incremental MDDOs. Incremental MDDOs are incremental upstream resource that Cascade would purchase to meet a shortfall. For the 2020 WA IRP, Cascade does not identify any need of incremental MDDOs.



































































