Transco Spring Update 2017

Transco Station 515, Leidy Southeast Project in PA
Photo by Williams employee, Peter Poarch, Engineer
Forward Looking Statements

The reports, filings, and other public announcements of The Williams Companies, Inc. (Williams) and Williams Partners L.P. (WPZ) may contain or incorporate by reference statements that do not directly or exclusively relate to historical facts. Such statements are “forward-looking statements” within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended. These forward-looking statements relate to anticipated financial performance, management’s plans and objectives for future operations, business prospects, outcome of regulatory proceedings, market conditions and other matters. We make these forward-looking statements in reliance on the safe harbor protections provided under the Private Securities Litigation Reform Act of 1995. All statements, other than statements of historical facts, included in this document that address activities, events or developments that we expect, believe or anticipate will exist or may occur in the future, are forward-looking statements. Forward-looking statements can be identified by various forms of words such as “anticipates,” “believes,” “seeks,” “could,” “may,” “should,” “continues,” “estimates,” “expects,” “forecasts,” “intends,” “might,” “goals,” “objectives,” “targets,” “planned,” “potential,” “projects,” “scheduled,” “will,” “assumes,” “guidance,” “outlook,” “in service date” or other similar expressions. These forward-looking statements are based on management’s beliefs and assumptions and on information currently available to management and include, among others, statements regarding:

- Expected levels of cash distributions by WPZ with respect to general partner interests, incentive distribution rights and limited partner interests;
- Levels of dividends to Williams stockholders;
- Future credit ratings of Williams, WPZ and their affiliates;
- Amounts and nature of future capital expenditures;
- Expansion of our business and operations;
- Financial condition and liquidity;
- Business strategy;
- Cash flow from operations or results of operations;
- Seasonality of certain business components;
- Natural gas, natural gas liquids, and olefins prices, supply, and demand; and
- Demand for our services.

Forward-looking statements are based on numerous assumptions, uncertainties and risks that could cause future events or results to be materially different from those stated or implied in this document. Many of the factors that will determine these results are beyond our ability to control or predict. Specific factors that could cause actual results to differ from results contemplated by the forward-looking statements include, among others, the following:

- Whether WPZ will produce sufficient cash flows to provide the level of cash distributions, including incentive distribution rights, that we expect;
- Whether Williams is able to pay current and expected levels of dividends;
- Whether we will be able to effectively execute our financing plan including WPZ’s establishment of a distribution reinvestment plan (DRIP) and the receipt of anticipated levels of proceeds from planned asset sales;
- Availability of supplies, including lower than anticipated volumes from third parties served by our midstream business, and market demand;
- Volatility of pricing including the effect of lower than anticipated energy commodity prices and margins;
- Inflation, interest rates, fluctuation in foreign exchange rates and general economic conditions (including future disruptions and volatility in the global credit markets and the impact of these events on customers and suppliers);
- The strength and financial resources of our competitors and the effects of competition;
- Whether we are able to successfully identify, evaluate and timely execute our capital projects and other investment opportunities in accordance with our forecasted capital expenditures budget;
- Our ability to successfully expand our facilities and operations;
- Development of alternative energy sources;
- Availability of adequate insurance coverage and the impact of operational and developmental hazards and unforeseen interruptions;
Forward Looking Statements (cont’d)

– The impact of existing and future laws, regulations, the regulatory environment, environmental liabilities, and litigation, as well as our ability to obtain permits and achieve favorable rate proceeding outcomes;
– Williams’ costs and funding obligations for defined benefit pension plans and other postretirement benefit plans;
– WPZ’s allocated costs for defined benefit pension plans and other postretirements benefit plans sponsored by its affiliates;
– Changes in maintenance and construction costs;
– Changes in the current geopolitical situation;
– Our exposure to the credit risk of our customers and counterparties;
– Risks related to financing, including restrictions stemming from debt agreements, future changes in credit ratings as determined by nationally-recognized credit rating agencies and the availability and cost of capital;
– The amount of cash distributions from and capital requirements of our investments and joint ventures in which we participate;
– Risks associated with weather and natural phenomena, including climate conditions and physical damage to our facilities;
– Acts of terrorism, including cybersecurity threats and related disruptions; and
– Additional risks described in our filings with the Securities and Exchange Commission (SEC).

Given the uncertainties and risk factors that could cause our actual results to differ materially from those contained in any forward-looking statement, we caution investors not to unduly rely on our forward-looking statements. We disclaim any obligations to and do not intend to update the above list or announce publicly the result of any revisions to any of the forward-looking statements to reflect future events or developments.

In addition to causing our actual results to differ, the factors listed above and referred to below may cause our intentions to change from those statements of intention set forth in this document. Such changes in our intentions may also cause our results to differ. We may change our intentions, at any time and without notice, based upon changes in such factors, our assumptions, or otherwise.

Because forward-looking statements involve risks and uncertainties, we caution that there are important factors, in addition to those listed above, that may cause actual results to differ materially from those contained in the forward-looking statements. For a detailed discussion of those factors, see Part I, Item 1A. Risk Factors in Williams’ and WPZ’s Annual Reports on Form 10-K filed with the SEC on February 26, 2016 and in Part II, Item 1A. Risk Factors in our Quarterly Reports on Form 10-Q available from our offices or from our website at www.williams.com.
Transco Business Development Group

- Gary Duvall
  - VP Transco Commercial
- Camilo Amezquita
  - Director, Business Development
- Toi Anderson
  - Sr. Business Development Rep
- Steven Baroni
  - Business Development Lead
- Robert Biffle
  - Business Development Lead
- Ross Conatser
  - Sr. Business Development Rep
Transco: Access to Cost-effective Supplies and Premium Markets

> Nation’s largest-volume natural transmission gas pipeline

> Extends 1,800 miles from South Texas to New York City

> Delivers approximately 10% of U.S. gas to major markets like New York City, Philadelphia & Washington D.C.

<table>
<thead>
<tr>
<th>Transco System Facts</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contracted Capacity</td>
<td>12.9 MMDt/d</td>
</tr>
<tr>
<td>Miles of Pipe</td>
<td>9,700 miles</td>
</tr>
<tr>
<td>Mainline Miles</td>
<td>1,800 miles</td>
</tr>
<tr>
<td>Compressor Stations</td>
<td>49</td>
</tr>
<tr>
<td>Compression Horsepower</td>
<td>1.9 MM Hp</td>
</tr>
</tbody>
</table>
Transco Peak Day Deliveries and System Capacity

Note: Includes all system deliveries and all Zones.
Connecting Growing Regional Natural Gas Demand with Best-in-class Production Basins

Poised to capture emerging, demand-side opportunities

Regional Production change, 2016 to 2021 (Bcf/d) (1)

Regional Demand change, 2016 to 2021 (Bcf/d) (1)

(1) Size of bubble indicates magnitude of 2021 production or demand

Source: Wood Mackenzie 2H 2016, excludes impact of net Canadian imports
Marcellus supplies on the Leidy Line increased as LSE capacity is now in-service.

TETCO’s Rockies/Marcellus supplies at Lower Chanceford continue to increase.

Mobile Bay flow southward continues to increase.

Steady volumes from Mid-Continent Shales provide supply reliability at Station 85.

Supply from traditional Production Area laterals continues to decline.
Leidy Receipts

Transco Leidy Shale Receipts

Flow (mmscfd)

- CARVERTON IN
- PUDDLEFIELD
- CHAPIN
- MARC 1 EXCHANGE IN
- BARTO 1 & 2
- QUAKER STATE
- MILLER HILL
- LIBERTY DRIVE
- GUINTER
- CANOE RUN
- TOMBS RUN
- BREON
- BULL RUN VISTA 1 & 2
- Rattlesnake
- QUEENS RUN
- GRUGAN 1 & 2
- DRY RUN

Spring Update 2017
Transco is advantaged to compete for significant North American demand growth

LNG export demand growth accounts for ~50% of total demand growth along Transco through 2020

Transco Deliveries to End Users by State
Leidy Line Update

> Transco is working very diligently to return all of the Leidy facilities to full operating pressure.

> Background

  > Transco Leidy Line “B”, a 24 inch transmission line failed near Unityville, PA on June 9, 2015. No one was injured.
  > Transco has determined the failure of a 24-inch transmission line was caused by near-neutral Stress Corrosion Cracking (SCC) that initiated on the external surface of the pipe.
  > The incident caused minimal environmental damage to the surrounding area.
  > Damage consisted of soil and rock debris ejected onto the right-of-way by the pipeline rupture.

> Transco continues to work through the requirements of the Corrective Action Order (CAO).

> In addition to CAO compliance activities, integrity testing was also performed on other pipelines on the Leidy system. This includes over 325 miles of pipeline.

  > The tests include the use of various pigging technologies, hydrotests, etc.

> All of Transco Leidy Lines (with the exception of Line “B” from Station 517 west to Leidy Storage) is back to normal operations.

> Transco expects continued increased availability of non-primary firm transportation services moving west to east on the Leidy system.

> Transco expects Leidy Line “B” to return into service in the 3rd quarter of 2017
Wharton Storage Update

> On December 22, 2016 Transcontinental Gas Pipe Line Company, LLC ("Transco"), provided notice of a force majeure event, pursuant to Section 11 of the General Terms and Conditions of its FERC Gas Tariff, due to an unplanned outage due to a fire at its Station 535, part of the Wharton Storage Facility in Potter County, Pennsylvania.

> From a storage withdrawal perspective, the Wharton storage facility provides approximately 24% (257,750 DTs of the total 1,082,908 DTs) of the total withdrawal services provided under Rate Schedule GSS.

> Transco is currently undertaking a comprehensive assessment of Station 535, the storage field and the related injection and withdrawal lines to and from storage.

> The target is to have the assessments and all necessary repairs complete on both the storage field and the compressor station in time to provide service for the 2018-2019 withdrawal season.

> The objective of the assessment is to ensure that that all of the Wharton Storage Facilities continue to operate in a safe and reliable manner once the repairs are complete and placed back in service.

> Transco intends to continue to implement measures designed to mitigate potential impacts of this event on its ability to provide Rate Schedule GSS service.

> We will keep you appraised of any additional developments, including any limitations on the availability of storage services provided under Rate Schedule GSS.
Mainline Reverse Flow Update

> Hydraulics

– The mainline is consistently flowing north to south, during times of reduced Zone 6 loads, from the Station 210 pool to the Station 165 pool.

– Mainline stations configured to compress southward or northward:
  • Station 150
  • Station 165
  • Station 175
  • Station 180
  • Station 195
  • Station 200
  • Station 205

– The Atlantic Sunrise Project will make Stations 145, 150, 160, 170, 185 and 190 fully bi-directional.

– Typically, all lines will be configured to either flow north to south or vice versa.

– Null point: Indicating a point where there is essentially no flow.
  • The null point will vary in location depending on the load profile and season.
Mainline Reverse Flow Update

> Odorization

– Odorization work to monitor and adjust for varying levels of odorant.

– Current odorization facilities that will not change:
  • Leidy Storage Facility – will continue to odorize the gas stream flowing from west to east
  • Station 200 – will continue to odorize the gas stream flowing from south to north
  • Receipt locations north of Station 195 (including the Leidy Line) will continue to be fully odorized.

– Odorization facilities that will change due to project scopes:
  • Dalton Project – Station 160 to Station 165 (including the SVL)
  • Atlantic Sunrise – Mainline Valve 140-10 to Station 160
  • Virginia Southside II – Station 140 to Mainline Valve 140-10 (including the Tryon Lateral)

> Discussion

– From a *monthly average* perspective, Transco expects the following:
  • Traditional south to north flow into Zone 5 (South Carolina) continuing for all seasons (Winter, Spring, Summer, and Fall) through Fall of 2019.
  • North to south flow expected to be consistently flowing into North Carolina for all seasons (Winter, Spring, Summer, and Fall) beginning around the Winter of 2017/2018.
  • North to south flow expected to be more tightly constrained in the Spring and Fall seasons and to a slightly lesser extent in the Summer season.
System Storage

> Over the past 15 years, Transco has added over 5 million dekatherms of firm transportation capacity and seen an increase in the utilization of existing capacity while maintaining a fairly consistent level of storage on its system.

> Over the next several years, Transco’s dramatic growth will continue, adding another 5 million dekatherms of capacity to the system.

> It has been challenging to maintain the integrity of Transco’s system to support no-notice service without additional system storage.

> Transco has begun formulating a plan to add additional system storage in the next rate case.
Modernization Program and System Maintenance

> Modernization Program – Evaluation
  – A strategic and defined program to upgrade and/or replace HP/Compression and pipeline facilities that
    • Require replacement based on risk profile
    • Require upgrades to meet new / emerging PHMSA and EPA rules
    • Provides reliability improvements to meet current and future flow conditions
  – Focuses on capital optimization that evaluates systems with a life-cycle viewpoint
  – An evaluation of the various cost recovery methods acceptable to FERC policy (PL15-01-000)
  – Transco will continue to keep Customers updated on the progress of the modernization program

> System Maintenance
  – Williams takes steps for prevention measures through a continual Operations and Maintenance Program.
Fuel Tracker and Electric Power Tracker Filings

> Fuel Tracker Filing
- Transco will begin assessing fuel on reverse flow transactions in Zones 5 and 6 effective April 1, 2017, as Transco has experienced the need to run compression to effectuate flows from North to South. Transco revised its fuel retention factors as part of its annual fuel tracker filing made on February 28, 2017 to include the assessment of fuel on all transactions in Zones 5 and 6 due to the bi-directional flows in those zones.

 - Transco will continue to evaluate gas compression in Zones 1 – 4 to determine whether it is being used to effectuate North to South flow in those zones. Transco’s tariff will be modified in future fuel tracker filings to reflect collection of fuel in those zones that are determined to be bi-directional.

 - Transco will make every effort to communicate the timing of future changes in fuel assessment due to changes in the directionality of flow on its system.

> Electric Power Tracker
- Transco filed its annual Electric Power Tracker filing on February 28, 2017 to be effective April 1, 2017. The tracker reflects Transco’s estimated electric power charges for April 1, 2017 through March 31, 2018 plus the balance in the deferred account as of January 31, 2017.
Rate Case Update

> As agreed in Article VI of the Stipulation and Agreement in Docket No. RP12-993, et al., Transco will file a NGA Section 4(e) general rate case no later than August 31, 2018.

> Assuming that the filing date is August 31, 2018, the base period for the rate case will be June 1, 2017 – May 31, 2018 and the test period will be June 1, 2018 – February 28, 2019.

> Assuming a full five month suspension period for the new rates, the effective date of the rates will be March 1, 2019.
eContracting in 1Line*

> Customers with existing Firm Transportation (FT) contracts may now generate an unexecuted representation of their FT contract by selecting “View eContract” from the Contracts pages.

> New FT agreements may be executed electronically by parties with the “Contract Execution” role.

> New and existing FT Contracts may be displayed (“View eContract” action), saved as a *.pdf and printed.

> FT contract receipt and delivery exhibit information is now displayed on the View Contract page.

> Please contact your Customer Services representative with any questions.

* eContracting changes do not apply to FT contracts generated through capacity release.
Over $2.7 Billion In Transco Expansions (2010-2017)

Strong track record of successfully building system expansions to meet customers’ needs… when they need it.

<table>
<thead>
<tr>
<th>#</th>
<th>Project</th>
<th>In-Service</th>
<th>MDth/d</th>
<th>Capex ($MM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mobile Bay South</td>
<td>2010</td>
<td>253</td>
<td>$37</td>
</tr>
<tr>
<td>2</td>
<td>Mobile Bay South II</td>
<td>2011</td>
<td>380</td>
<td>$33</td>
</tr>
<tr>
<td>3</td>
<td>85 North</td>
<td>2010/2011</td>
<td>309</td>
<td>$222</td>
</tr>
<tr>
<td>4</td>
<td>Pascagoula</td>
<td>2011</td>
<td>467</td>
<td>$30</td>
</tr>
<tr>
<td>5</td>
<td>Mid-South Phase 1</td>
<td>2012</td>
<td>95</td>
<td>$138</td>
</tr>
<tr>
<td>6</td>
<td>Mid-Atlantic Connector</td>
<td>2013</td>
<td>142</td>
<td>$60</td>
</tr>
<tr>
<td>7</td>
<td>Mid-South Phase 2</td>
<td>2013</td>
<td>130</td>
<td>$64</td>
</tr>
<tr>
<td>8</td>
<td>Northeast Supply Link</td>
<td>2013</td>
<td>250</td>
<td>$385</td>
</tr>
<tr>
<td>9</td>
<td>CPV Woodbridge*</td>
<td>2015</td>
<td>264*</td>
<td>$45</td>
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<tr>
<td>10</td>
<td>Mobile Bay South III</td>
<td>2015</td>
<td>225</td>
<td>$48</td>
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<tr>
<td>11</td>
<td>Northeast Connector</td>
<td>2015</td>
<td>100</td>
<td>$52</td>
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<tr>
<td>12</td>
<td>Rockaway*</td>
<td>2015</td>
<td>647*</td>
<td>$328</td>
</tr>
<tr>
<td>13</td>
<td>Virginia Southside</td>
<td>2015</td>
<td>250</td>
<td>$299</td>
</tr>
<tr>
<td>14</td>
<td>Leidy Southeast</td>
<td>2016</td>
<td>525</td>
<td>$607</td>
</tr>
<tr>
<td>15</td>
<td>Rock Springs</td>
<td>2016</td>
<td>192</td>
<td>$80</td>
</tr>
<tr>
<td>16</td>
<td>Gulf Trace</td>
<td>2017</td>
<td>1,200</td>
<td>$278</td>
</tr>
</tbody>
</table>

Total Transco: 5,429 MDth/d $2,706 MM

* These projects are FDLS and do not add mainline capacity.
### Fully Contracted Expansions in Markets Served by Transco

<table>
<thead>
<tr>
<th>Project</th>
<th>In-Service</th>
<th>Mdt/d</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Sunrise</td>
<td>2017(^{(1)})</td>
<td>1,700</td>
</tr>
<tr>
<td>Dalton Expansion</td>
<td>2017</td>
<td>448</td>
</tr>
<tr>
<td>Garden State</td>
<td>2017 / 2018</td>
<td>180</td>
</tr>
<tr>
<td>Hillabee Expansion – Phase I</td>
<td>2017</td>
<td>818</td>
</tr>
<tr>
<td>New York Bay</td>
<td>2017</td>
<td>115</td>
</tr>
<tr>
<td>Virginia Southside II</td>
<td>2017</td>
<td>250</td>
</tr>
<tr>
<td>Gulf Connector</td>
<td>2018 / 2019</td>
<td>475</td>
</tr>
<tr>
<td>St. James Supply</td>
<td>2019</td>
<td>162</td>
</tr>
<tr>
<td>Northeast Supply Enhancement</td>
<td>2019 or 2020</td>
<td>400</td>
</tr>
<tr>
<td>Hillabee Expansion – Phase II</td>
<td>2020</td>
<td>207</td>
</tr>
<tr>
<td><strong>Total Expansion Capacity</strong></td>
<td></td>
<td>4,755</td>
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<tr>
<td><strong>Current Transco Capacity (2/2017)</strong></td>
<td></td>
<td>12,929</td>
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<tr>
<td><strong>Total Transco Mainline Post-Expansions</strong></td>
<td></td>
<td>17,684</td>
</tr>
</tbody>
</table>

\(^{(1)}\) We expect to place a portion of the mainline project facilities into service during the second half of 2017 and are targeting a full in-service during mid-2018, assuming timely receipt of all necessary regulatory approvals.
Clear Line of Sight to Future Regulated Pipeline Growth: Steady Progress in Challenging Regulatory Environment

### REGULATORY MILESTONES FOR FULLY CONTRACTED REGULATED EXPANSIONS

<table>
<thead>
<tr>
<th>Shipper Commitments</th>
<th>FERC Certificate Application Filed</th>
<th>FERC EIS / EA</th>
<th>FERC Certificate</th>
<th>Major Construction Activities</th>
<th>In-service</th>
</tr>
</thead>
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<tr>
<td>NE Supply Enhancement</td>
<td>Gulf Connector</td>
<td>Filed 8/16</td>
<td>St. James Supply</td>
<td>Filed 2/17</td>
<td>Hillabee Ph 2</td>
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<td></td>
<td>Dalton Expansion</td>
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<td></td>
<td></td>
<td></td>
<td>Hillabee Ph 1</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Virginia</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Southside 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>New York Bay</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Garden State</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Atlantic Sunrise</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Leidy SE</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rock Springs</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Gulf Trace</td>
</tr>
</tbody>
</table>

(1) Excludes Constitution which is subject to litigation
Garden State Expansion

Expansion from Station 210 in Mercer County, NJ to a new delivery point with New Jersey Natural on Transco’s Trenton Woodbury Lateral in Burlington County, New Jersey

Service will be provided under Transco’s FT Service.

Capacity: 180 MDth/d
- Phase I – 20 MDth/d and
- Phase II – 160 MDth/d

Shipper: New Jersey Natural Gas Company

Status:
- FERC Order received on April 7, 2016.
- Target In-Service Date: Phase I – Q3 2017 and Phase II – Q2 2018.
Dalton Expansion

- Expansion from Transco’s Station 210 to markets in northwest Georgia.
- Service will be provided under Transco’s FT Service.
- Capacity: 448 MDth/d.

**Status:**
- In construction.
- Target In-Service Date: 2017.

**Shipper**

<table>
<thead>
<tr>
<th>Shipper</th>
<th>Dth/d</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGL</td>
<td>235,000</td>
</tr>
<tr>
<td>Oglethorpe</td>
<td>208,000</td>
</tr>
<tr>
<td>City of Cartersville</td>
<td>5,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>448,000</strong></td>
</tr>
</tbody>
</table>
Hillabee Expansion

Status:
- In construction.
- Target In-Service Date (Phase I): as early as Q2 2017 (818 MDth/d)
  (Phase II): Q2 2020 (207 MDth/d).

> Point-to-point lease with Spectra from Station 85 to a new interconnect in Hillabee, AL

> Sabal Trail will use lease capacity and will build a greenfield pipeline to central Florida to serve Florida markets

> Capacity: Phased project of 1,025 MDth/d

> Shipper: Sabal Trail Transmission

> Nominations happen in Sabal Trail’s system, not 1Line

> Transco has added a transfer point to the St. 85 pool that customers will use to deliver gas to project shippers
Atlantic Sunrise

- Expansion of Transco’s Leidy Line to Mid-Atlantic and Southeast Markets
- Provides access to markets in Zones 6, 5 and 4
- Service will be provided under Transco’s FT Service
- Capacity: 1,700 MDth/d

Status:
- FERC Order received on February 3, 2017.
- Target In-Service Date: H2 2017 (1).

Shipper | Dth/d  
---|---
Cabot | 850,000  
Chief | 420,000  
Seneca | 189,405  
Southern Co. | 60,000  
Anadarko | 44,048  
SWN | 44,048  
WGL Mid. | 44,048  
Inflection | 26,429  
MMGS | 22,024  
Total | 1,700,002

(1) We expect to place a portion of the mainline project facilities into service during the second half of 2017 and are targeting a full in-service during mid-2018, assuming timely receipt of all necessary regulatory approvals.
New York Bay Expansion

Status:
- In construction.
- Target In-Service Date: Q4 2017.

- Expansion from Station 195 in York County, PA to two existing delivery points in New York
- Will be provided under Transco’s FT Service
- Capacity: 115 MDth/d
  - 50 MDth/d to Narrows and
  - 65 MDth/d to Rockaway.
- Shipper: National Grid

Proposed Atlantic Sunrise Project

River Road

New York Bay Expansion

Narrows

Rockaway Delivery Point
Expansion from Transco’s Zone 6 Station 210 Pooling Point and Station 165 Pooling point to a new delivery point off of the South Virginia Lateral

Will be provided under Transco’s FT Service

Capacity: 250 MDth/d
  > 165 MDth/d from 210 and
  > 85 MDth/d from 165

Shipper: Virginia Electric & Power Company

Status:
- In construction.
- Target In-Service Date: Q4 2017.
Incremental transportation from Transco’s Station 65 to a new interconnect with the proposed YCI M1 facility
- Will be provided under Transco’s FT Service
- Capacity: 161.5 MDth/d
- Shipper: YCI St. James Enterprises LLC

Status:
- Target In-Service Date: H1 2019.
Gulf Connector Expansion Project

- An expansion of Transco's mainline from Station 65 to LNG delivery points in Zone 2 and Zone 1
- Will be provided under Transco’s FT Service
- Capacity: 475 MDth/d
- Target in-service date:
  - Phase I (75 MDth/d): Late 2018 and
  - Phase II (400 MDth/d): Mid 2019

Status:
- FERC Application filed August 16, 2016.
- Target In-Service Date: Phase I H2 2018 and Phase II 2019.

Shipper | Dth/d  
--- | ---  
Corpus Christi Liquefaction, LLC | 400,000  
Osaka Gas Trading and Export, LLC | 75,000  
Total | 475,000

Map showing the expansion routes from Station 65 to LNG delivery points in Zone 2 and Zone 1, and the capacity distribution among different shipper companies.
Northeast Supply Enhancement

Status:
- Pre-Filing granted: May 18, 2016.
- Target In-Service Date: late 2019 or H1 2020.

- Expansion from Station 195 in York County, PA to the Rockaway Lateral in New York Bay.
- Will be provided under Transco’s FT Service.
- Capacity: 400 MDth/d
- Shipper: National Grid
Proposed: Southeastern Trail Expansion Project

- Expansion from the existing Zone 5 Pleasant Valley Interconnect between Transco and Dominion Cove Point in Fairfax County, Virginia to Transco’s existing Zone 3 Pooling Point at Station 65 in St. Helena Parish, Louisiana.
- Transco may consider qualifying requests for other transportation paths within Zones 4, 5, and 6.
- The target in-service date for the Project is late 2020.

Status:
- Non-Binding Open Season:
  - Began February 9, 2017
  - Ends March 22, 2017 at 3:00 p.m. CCT
Transco...the future.

2020

- Strategic location to both diverse supply & premium markets
- Low rates & increased demand for new capacity
- Increasing bi-directional capability

Marcellus supply

Midcontinent supply

Mountain Valley Pipeline

Atlantic Coast Pipeline

> Corpus Christi
> Excelerate

> Cameron
> Lake Charles
> Golden Pass
> Sabine Pass

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