

MIDCONTINENT EXPRESS PIPELINE LLC

April 23, 2025

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

Re: Midcontinent Express Pipeline LLC
Fuel and Unaccounted For Gas Retention Percentages Update
Docket No. RP25-

Dear Ms. Reese:

Pursuant to Section 4 of the Natural Gas Act (“NGA”), Part 154 of the regulations of the Federal Energy Regulatory Commission (“Commission” or “FERC”), Midcontinent Express Pipeline LLC (“MEP”) hereby submits for filing and acceptance the following tariff record to its FERC Gas Tariff, First Revised Volume No. 1 (“Tariff”). The revised Tariff record updates the reimbursement percentages for Fuel Gas, Unaccounted For (“UAF”) Gas, and Booster Compression Fuel, proposed to be effective June 1, 2025.

| Sheet Name | Version |
|----------------------|---------|
| Revised Sheet No. 12 | 33.0.0 |

Statement of Nature, Reasons and Basis

Section 36 of the General Terms and Conditions (“GT&C”) of MEP’s Tariff sets forth the rate adjustment provisions for the recovery by MEP of Fuel Gas, UAF Gas, and Booster Compression Fuel, effective semiannually on each June 1 and December 1. The Fuel Gas, UAF Gas, and Booster Compression Fuel Reimbursement Percentages are derived by adding the Current Component (as defined in Section 36.4 of the GT&C) and the Deferred Component (as defined in Section 36.5 of the GT&C). The Current Component is intended to recover Fuel Gas, UAF Gas, and Booster Compression Fuel during a six-month period commencing on the effective date of the proposed fuel redetermination (“Recovery Period”) based on Fuel Gas, UAF Gas, and Booster Compression Fuel incurred by MEP during a six (6) month period ended two (2) months before the commencement of the Recovery Period (“Base Period”), adjusted for changes reasonably anticipated to occur during the Recovery Period.¹ Similarly, the Deferred Component is intended to recover, during the Recovery Period, the balance in the Fuel Gas, UAF Gas, and Booster Compression Fuel deferred subaccount as of the end of the Base Period.

¹ See GT&C Section 36.4(c)

Fuel Gas Reimbursement Percentages For Zone 1 and Zone 2

The changes in the Current and Deferred Components for Zone 1 and Zone 2 are shown in the following table:

Fuel Gas Reimbursement Zone 1

| | Currently Effective <u>December 1, 2024</u> | Proposed <u>June 1, 2025</u> |
|-----------------------|--|---------------------------------|
| Current Component | 0.711% | 0.825% |
| Deferred Component | (0.178)% | (0.143)% |
| Total Fuel Percentage | 0.533% | 0.682% |

Fuel Gas Reimbursement Zone 2

| | Currently Effective <u>December 1, 2024</u> | Proposed <u>June 1, 2025</u> |
|-----------------------|--|---------------------------------|
| Current Component | 0.274% | 0.277% |
| Deferred Component | (0.018)% | (0.010)% |
| Total Fuel Percentage | 0.256% | 0.267% |

As provided for in GT&C Section 36.4(c), MEP made an adjustment to the Zone 1 Base Period data to reflect a historical fuel consumption level as an unadjusted Base Period is not anticipated to be reflective of the fuel consumption during the Recovery Period.

As shown in the table below, during the summer period beginning June 2024, MEP experienced a Zone 1 fuel consumption rate of 0.655%, which is about 20% lower than a historical rate of approximately 0.825%.

| 2023 | | | | 2024 | | |
|----------------|----------------|---------------------|------------------------|----------------|---------------------|------------------------|
| Month | Zone 1 Fuel | Receipt Quantity | Zone 1 Fuel/Receipt | Zone 1 Fuel | Receipt Quantity | Zone 1 Fuel/Receipt |
| Jun | 317,880 | 37,760,355 | 0.842% | 255,017 | 38,839,710 | 0.657% |
| Jul | 345,716 | 39,458,923 | 0.876% | 248,096 | 40,115,797 | 0.618% |
| Aug | 306,406 | 37,649,484 | 0.814% | 229,189 | 39,420,490 | 0.581% |
| Sep | 320,393 | 39,028,478 | 0.821% | 241,903 | 38,918,676 | 0.622% |
| Oct | 304,632 | 38,283,999 | 0.796% | 246,711 | 38,892,816 | 0.634% |
| Nov | 283,895 | 35,644,870 | 0.796% | 307,440 | 37,096,172 | 0.829% |
| Average | 313,154 | 37,971,018 | 0.825% | 254,726 | 38,880,610 | 0.655% |

The primary driver of this anomaly is that during the Summer of 2024, MEP experienced a higher average linepack quantity primarily due to a large payback of an under-collected UAF deferred balance. On February 29, 2024, MEP proposed an out-of-period UAF adjustment in Docket No. RP24-471 intended to mitigate a UAF under-collection trend and implement a deferred component designed to begin recovery of a large under-collected UAF balance in the deferred

account (“February 2024 Filing”).² The filing was accepted by the Commission on March 26, 2024, and the revised UAF fuel retention rate went into effect on April 1, 2024.³ On April 24, 2024, MEP filed its semi-annual update to the Fuel and UAF retention rates that accelerated the under-collected UAF payback.⁴ A portion of the UAF payback quantities received were immediately used to resolve Operational Balancing Agreement (“OBA”) imbalances with interconnecting parties. The remaining portion was sold pursuant to MEP’s Tariff.⁵ However, since MEP has no storage other than linepack, the UAF payback quantities that were sold were temporarily stored in linepack until the sales transaction was complete. This resulted in a higher than normal linepack level for a period of time from approximately May through October 2024. Although MEP operates more efficiently from a compressor fuel consumption standpoint at higher linepack levels due to an overall higher operating pressure, the higher linepack level is not optimal from an operational flexibility standpoint and is not reasonably anticipated to continue during the Recovery Period.

Since MEP is anticipating a historically normal linepack level during the Recovery Period, MEP is adjusting the Zone 1 Base Period to reflect an average fuel consumption per receipt quantity that occurred during the Summer Period of 2023, which is indicative of its historical consumption in Zone 1. This adjustment calculation is shown on page 3 of Appendix C, Attachment B. Without this adjustment, MEP estimates that it will substantially under-collect during the Recovery Period by approximately 150,000 Dth.⁶

This issue primarily impacts MEP’s Zone 1 fuel consumption as the impact to Zone 2 and its Booster Compression were not as significant. Therefore, MEP is not proposing to adjust the Zone 2 or Booster Compression Base Period Data since the high linepack issue did not impact those rates by a meaningful amount.

UAF Gas Reimbursement Percentage

The proposed UAF Gas Reimbursement Percentage effective June 1, 2025 is (0.166)%. The changes in the Current and Deferred Components for UAF are shown in the following table:

² As shown on Appendix C, Attachment C, page 3 of its February 2024 Filing, between the beginning of September 2023 and the end of January 2024, MEP’s under-collection balance grew from 4,846 Dth over-collection to 608,114 under-collection.

³ See 186 FERC ¶ 61,219 (2024).

⁴ See MEP’s filing in Docket No. PR24-686. In that filing, the UAF deferred component increased from 0.251% to 0.300%, resulting in an overall UAF retention rate increase from 0.169% to 0.239%.

⁵ GT&C Section 10.6(a) provides that “MEP may buy and sell Gas to the extent necessary to maintain System pressure, to balance the system as necessary to assure MEP’s ability to perform and to continuing performing firm service, to implement the cashout procedures under this Section 10 and to perform other functions in connection with providing transportation service and operating its transmission System.” MEP regularly enters into such purchase and sales activity for these reasons and reports these transactions in its Annual Cashout Filing and Annual Report of Operational Purchases and Sales. See Docket No. RP25-602 for its most current report.

⁶ See Appendix C, Attachment B, page 3, row 12.

UAF Gas Reimbursement Percentage

| | Currently Effective <u>December 1, 2024</u> | Proposed <u>June 1, 2025</u> |
|-----------------------|--|---------------------------------|
| Current Component | (0.120)% | (0.069)% |
| Deferred Component | <u>0.059%</u> | <u>(0.097)%</u> |
| Total Fuel Percentage | (0.061)% | (0.166)% |

Booster Compression Fuel Reimbursement Percentage

The proposed Booster Compression Reimbursement Percentage effective June 1, 2025 is 0.549%. The changes in the Current and Deferred Components for Booster Compression are shown in the following table:

Booster Compression Reimbursement Percentage

| | Currently Effective <u>December 1, 2024</u> | Proposed <u>June 1, 2025</u> |
|-----------------------|--|---------------------------------|
| Current Component | 0.624% | 0.534% |
| Deferred Component | <u>0.196%</u> | <u>0.015%</u> |
| Total Fuel Percentage | 0.820% | 0.549% |

Procedural Matters

MEP is submitting this filing pursuant to Subpart C of Part 154 of the Commission's regulations⁷ and GT&C Section 36 of MEP's Tariff. Pursuant to the applicable provisions of Part 154.7 of the Commission's regulations, MEP submits an eTariff XML filing package containing:

1. This transmittal letter;
2. The Certificate of Service;
3. The tendered tariff record in Appendix A;
4. The marked tariff record in Appendix B; and
5. A copy of all the work papers supporting the Fuel Gas, Booster Fuel and UAF Gas calculations in Appendix C.

MEP respectfully requests that the Commission accept the tendered tariff records for filing and permit them to become effective on June 1, 2025, which is not less than 30 days nor more than 60 days from the submission of this filing. To the extent the Commission allows the revised tariff records to go into effect without change, MEP hereby moves to place the tendered tariff records into effect at the end of any minimal suspension period specified in a Commission order.

⁷ See 18 C.F.R. §§ 154.201 - 154.210 (2023) (Subpart C).

As required by Section 154.208 of the Commission's regulations, copies of this filing are being electronically mailed to MEP's customers and interested commissions. The names, titles, and mailing addresses of the persons to whom communications concerning this filing are to be addressed and to whom service is to be made are as follows:

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The undersigned hereby certifies that he has read this filing and knows (i) the contents of such filing and the attachments; (ii) that the contents as stated in the filing and in the attachments are true to the best of his knowledge and belief; and (iii) that he possesses full power and authority to sign this filing.

Sincerely,

/s/ Ryan Leahy
Ryan Leahy
Director, Regulatory
Midcontinent Express Pipeline LLC

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon all customers of Midcontinent Express Pipeline LLC and all interested state commissions.

Dated at Birmingham, Alabama, this 23rd day of April, 2025.

/s/ Ryan Leahy
Ryan Leahy
Director, Regulatory
Midcontinent Express Pipeline LLC

APPENDIX A

Clean Tariff Record

CURRENTLY EFFECTIVE REIMBURSEMENT PERCENTAGES
(%)

Percentage

**REIMBURSEMENT PERCENTAGES FOR FUEL GAS
AND UNACCOUNTED FOR GAS: 1/**

| | |
|---|---------------|
| Zone 1 - Fuel Gas 2/ | 0.682% |
| Zone 2 - Fuel Gas 3/ | 0.267% |
| System Haul Unaccounted For Gas 4/ | (0.166)% |
| Booster Compression Incremental Fuel Percentage: | |
| Current Reimbursement | 0.534% |
| Deferred Reimbursement | <u>0.015%</u> |
| Total Booster Compression Incremental Percentage 5/ | 0.549% |

-
- 1/ Fuel Gas charges will not be assessed for any transportation involving all or any portion of the path between Bennington and the interconnection with Natural or with a subsidiary of ETP near Natural's Compressor Station No. 802. Additionally, Fuel Gas charges will not be assessed for any transportation that represents a physical backhaul.
- 2/ Zone 1 - Fuel Gas - Current 0.825%
 Deferred (0.143)%
 Total 0.682%
- 3/ Zone 2 - Fuel Gas - Current 0.277%
 Deferred (0.010)%
 Total 0.267%
- 4/ In addition to the fuel gas percentage, Shippers will be charged (0.166)% per Dth which represents System Haul Unaccounted For Gas regardless of the receipt or delivery point.
- 5/ For the Booster Compression installed in Richland Parish, Louisiana.

APPENDIX B

Marked Tariff Record

CURRENTLY EFFECTIVE REIMBURSEMENT PERCENTAGES
(%)

Percentage

REIMBURSEMENT PERCENTAGES FOR FUEL GAS
AND UNACCOUNTED FOR GAS: 1/

| | |
|---|-------------|
| Zone 1 - Fuel Gas 2/ | 0.682533% |
| Zone 2 - Fuel Gas 3/ | 0.26756% |
| System Haul Unaccounted For Gas 4/ | (0.166061)% |
| Booster Compression Incremental Fuel Percentage: | |
| Current Reimbursement | 0.534624% |
| Deferred Reimbursement | 0.015196% |
| Total Booster Compression Incremental Percentage 5/ | 0.549820% |

1/ Fuel Gas charges will not be assessed for any transportation involving all or any portion of the path between Bennington and the interconnection with Natural or with a subsidiary of ETP near Natural's Compressor Station No. 802. Additionally, Fuel Gas charges will not be assessed for any transportation that represents a physical backhaul.

| | |
|--------------------------------|------------|
| 2/ Zone 1 - Fuel Gas - Current | 0.825711% |
| Deferred | (0.14378)% |
| Total | 0.682533% |

| | |
|--------------------------------|-----------|
| 3/ Zone 2 - Fuel Gas - Current | 0.2774% |
| Deferred | (0.0108)% |
| Total | 0.26756% |

4/ In addition to the fuel gas percentage, Shippers will be charged (0.166061)% per Dth which represents System Haul Unaccounted For Gas regardless of the receipt or delivery point.

5/ For the Booster Compression installed in Richland Parish, Louisiana.

APPENDIX C

Fuel Calculation Support Documentation

MIDCONTINENT EXPRESS PIPELINE LLC
Fuel Gas, Unaccounted For Gas, and Booster Compression Fuel
Reimbursement Percentages Summary
To be Effective Beginning June 1, 2025

| Line No. | Details | Percentages | Reference |
|----------|---|-----------------|----------------------|
| | (a) | (b) | (c) |
| 1 | Fuel Reimbursement Zone 1 | | |
| 2 | Current Percentage | 0.825% | Attachment A, Page 2 |
| 3 | Deferred Percentage | (0.143)% | Attachment A, Page 3 |
| 4 | Total Zone 1 Fuel Percentage | 0.682% | line 2 / line 3 |
| 5 | Fuel Reimbursement Zone 2 | | |
| 6 | Current Percentage | 0.277% | Attachment A, Page 2 |
| 7 | Deferred Percentage | (0.010)% | Attachment A, Page 3 |
| 8 | Total Zone 2 Fuel Percentage | 0.267% | line 6 / line 7 |
| 9 | Unaccounted For Gas | | |
| 10 | Current Percentage | (0.069)% | Attachment A, Page 2 |
| 11 | Deferred Percentage | (0.097)% | Attachment A, Page 3 |
| 12 | Total Unaccounted For Gas Percentage | (0.166)% | line 10 / line 11 |
| 13 | Booster Compressor Fuel | | |
| 14 | Current Percentage | 0.534% | Attachment A, Page 2 |
| 15 | Deferred Percentage | 0.015% | Attachment A, Page 3 |
| 16 | Total Booster Compressor Fuel Percentage | 0.549% | line 14 / line 15 |

MIDCONTINENT EXPRESS PIPELINE LLC
Fuel Gas, Unaccounted For Gas and Booster Fuel Current Percentage

| Line No. | Description | Particulars | Reference |
|----------|---|-----------------|----------------------|
| | (a) | (b) | (c) |
| 1 | Zone 1 | | |
| 2 | Fuel Usage | 1,915,095 | Attachment B, Page 1 |
| 3 | Receipts | 232,127,448 | Attachment B, Page 2 |
| 4 | Current Zone 1 Percentage | 0.825% | line 2 / line 3 |
| 5 | Zone 2 | | |
| 6 | Fuel Usage | 652,578 | Attachment B, Page 1 |
| 7 | Receipts | 235,809,591 | Attachment B, Page 2 |
| 8 | Current Zone 2 Percentage | 0.277% | line 6 / line 7 |
| 9 | Unaccounted For Gas | | |
| 10 | Unaccounted For Gas | (163,785) | Attachment B, Page 1 |
| 11 | Receipts | 238,202,316 | Attachment B, Page 2 |
| 12 | Current Unaccounted For Gas Percentage | (0.069)% | line 10 / line 11 |
| 13 | Booster Compression | | |
| 14 | Fuel Usage | 30,195 | Attachment B, Page 1 |
| 15 | Receipts | 5,657,262 | Attachment B, Page 2 |
| 16 | Current Booster Compression Percentage | 0.534% | line 14 / line 15 |

MIDCONTINENT EXPRESS PIPELINE LLC
Fuel Gas, Unaccounted for Gas, and Booster Compression Fuel
Calculation of Deferred Component Summary

| Line No. | Details | Particulars | Reference |
|----------|---------------------------------------|-----------------|----------------------|
| | (a) | (b) | (c) |
| 1 | Fuel Zone 1 | | |
| 2 | Deferred Account Ending Balance (Dth) | (331,173) | Attachment C, Page 1 |
| 3 | Receipts | 232,127,448 | Attachment B, Page 2 |
| 4 | Deferred Account Percentage | (0.143)% | line 2 / line 3 |
| 5 | Fuel Zone 2 | | |
| 6 | Deferred Account Ending Balance (Dth) | (24,725) | Attachment C, Page 2 |
| 7 | Receipts | 235,809,591 | Attachment B, Page 2 |
| 8 | Deferred Account Percentage | (0.010)% | line 6 / line 7 |
| 9 | Unaccounted For Gas | | |
| 10 | Deferred Account Ending Balance (Dth) | (231,587) | Attachment C, Page 3 |
| 11 | Receipts | 238,202,316 | Attachment B, Page 2 |
| 12 | Deferred Account Percentage | (0.097)% | line 10 / line 11 |
| 13 | Booster Compression | | |
| 14 | Deferred Account Ending Balance (Dth) | 830 | Attachment C, Page 4 |
| 15 | Receipts | 5,657,262 | Attachment B, Page 2 |
| 16 | Deferred Account Percentage | 0.015% | line 14 / line 15 |

MIDCONTINENT EXPRESS PIPELINE LLC
Details for the Calculation of Current Component
Projected Fuel Usage by Month (Dth)

| Line No. | Recovery Period | Reference | Days in Month | Zone 1 Fuel | Zone 2 Fuel | Booster Compression Fuel | Unaccounted For Gas 2/ |
|----------|---|--|---------------|------------------|----------------|--------------------------|------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) |
| 1 | June 2025 | [col (c) x line 13] | 30 | 313,950 | 106,980 | 4,950 | (26,850) |
| 2 | July 2025 | [col (c) x line 13] | 31 | 324,415 | 110,546 | 5,115 | (27,745) |
| 3 | August 2025 | [col (c) x line 13] | 31 | 324,415 | 110,546 | 5,115 | (27,745) |
| 4 | September 2025 | [col (c) x line 13] | 30 | 313,950 | 106,980 | 4,950 | (26,850) |
| 5 | October 2025 | [col (c) x line 13] | 31 | 324,415 | 110,546 | 5,115 | (27,745) |
| 6 | November 2025 | [col (c) x line 13] | 30 | 313,950 | 106,980 | 4,950 | (26,850) |
| 7 | Total Recovery Period | | 183 | 1,915,095 | 652,578 | 30,195 | (163,785) |
| 8 | Adjustment Detail | | | | | | |
| 9 | Total Base Period Fuel | [Att C, Page 5] | | 1,743,723 | 645,364 | 29,935 | (161,941) |
| 10 | Adjustments 1/ | [Zone 1 Fuel: Att B, page 3, col (f), line 12] | | 150,399 | - | - | - |
| 11 | Adjusted Base Period Fuel and UAF | [line 9 + line 10] | | 1,894,122 | 645,364 | 29,935 | (161,941) |
| 12 | Days in Base Period | [Att C, page 5, col (j), line 7] | | 181 | 181 | 181 | 181 |
| 13 | Daily Utilization during Base Period | [line 11 / line 12] | | 10,465 | 3,566 | 165 | (895) |

Notes:

1 - Per GT&C Section 36.4(b), MEP is permitted to adjust Base Period utilization for changes reasonably anticipated to occur during the Recovery Period. See Attachment B, page 3 for additional information on the Zone 1 Fuel Recovery Period Adjustment. There are no adjustments to the Zone 2 or Booster Compression fuel in this filing.

2 - Negative quantities represent a "gain" in unaccounted for gas.

MIDCONTINENT EXPRESS PIPELINE LLC
Details for the Calculation of Current Component
Projected Receipt Quantities by Month (Dth)

| Line No. | Recovery Period | Reference | Days in Month | Zone 1 Receipts | Zone 2 Receipts | Booster Compression Receipts | Unaccounted For Gas |
|----------|---|----------------------------------|---------------|--------------------|--------------------|------------------------------|---------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (G) |
| 1 | June 2025 | [col (c) x line 13] | 30 | 38,053,680 | 38,657,310 | 927,420 | 39,049,560 |
| 2 | July 2025 | [col (c) x line 13] | 31 | 39,322,136 | 39,945,887 | 958,334 | 40,351,212 |
| 3 | August 2025 | [col (c) x line 13] | 31 | 39,322,136 | 39,945,887 | 958,334 | 40,351,212 |
| 4 | September 2025 | [col (c) x line 13] | 30 | 38,053,680 | 38,657,310 | 927,420 | 39,049,560 |
| 5 | October 2025 | [col (c) x line 13] | 31 | 39,322,136 | 39,945,887 | 958,334 | 40,351,212 |
| 6 | November 2025 | [col (c) x line 13] | 30 | 38,053,680 | 38,657,310 | 927,420 | 39,049,560 |
| 7 | Total | | 183 | 232,127,448 | 235,809,591 | 5,657,262 | 238,202,316 |
| 8 | Adjustment Detail | | | | | | |
| 9 | Total Base Period Receipt Quantities | [Att C, Page 6] | | 229,590,520 | 233,232,367 | 5,595,378 | 235,598,951 |
| 10 | Adjustments 1/ | None | | - | - | - | - |
| 11 | Adjusted Base Period Receipts | [line 9 + line 10] | | 229,590,520 | 233,232,367 | 5,595,378 | 235,598,951 |
| 12 | Days in Base Period | [Att C, page 5, col (j), line 7] | | 181 | 181 | 181 | 181 |
| 13 | Daily Utilization during Base Period | [line 11 / line 12] | | 1,268,456 | 1,288,577 | 30,914 | 1,301,652 |

Notes:

1 - Per GT&C Section 36.4(b), MEP is permitted to adjust Base Period receipt quantities for changes reasonably anticipated to occur during the Recovery Period. There are no adjustments to the Zone 1, Zone 2, or Booster Compression Receipt Quantities in this filing.

MIDCONTINENT EXPRESS PIPELINE LLC
Zone 1 Fuel Recovery Period Adjustment Detail 1/

| Line No. | Month | Days in Month | Zone 1 Fuel | Monthly Receipts | Average Daily Fuel Consumption | Fuel Consumed Per Receipt Quantity |
|----------|----------------|---------------|------------------|--------------------|--------------------------------|------------------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) |
| 1 | June 2023 | 30 | 317,880 | 37,760,355 | 10,596 | 0.842% |
| 2 | July 2023 | 31 | 345,716 | 39,458,923 | 11,152 | 0.876% |
| 3 | August 2023 | 31 | 306,406 | 37,649,484 | 9,884 | 0.814% |
| 4 | September 2023 | 30 | 320,393 | 39,028,478 | 10,680 | 0.821% |
| 5 | October 2023 | 31 | 304,632 | 38,283,999 | 9,827 | 0.796% |
| 6 | November 2023 | 30 | 283,895 | 35,644,870 | 9,463 | 0.796% |
| 7 | Total | 183 | 1,878,922 | 227,826,109 | 10,267 | 0.825% |

| Line No. | Particular | Reference | Value |
|----------|--|----------------------------------|----------------|
| | (a) | (b) | (c) |
| 8 | Total Base Period Receipts | [Att C, page 6, col (b), line 7] | 229,590,520 |
| 9 | Adjusted Fuel Consumption % | [col (f), line 7] | 0.825% |
| 10 | Adjusted Base Period Fuel Consumption | [line 8 x line 9] | 1,894,122 |
| 11 | Base Period Fuel Consumption | [Att C, Page 5] | 1,743,723 |
| 12 | Adjustment to Base Period Consumption | [line 10 - line 11] | 150,399 |

Notes:

1 - As addressed in the transmittal letter to this filing, MEP is adjusting base period consumption for Zone 1 only to reflect historical fuel consumption which is reasonably anticipated to occur during the forthcoming recovery period. Calendar year 2023 actual Zone 1 fuel and associated receipt quantity is being used as the reasonably anticipated fuel consumption. Zone 1 fuel and receipt quantities were included in previous fuel filings in Docket Nos. RP23-692, RP24-56, and RP24-686.

MIDCONTINENT EXPRESS PIPELINE LLC
Calculation of Zone 1 Fuel Gas Deferred Account
Quantities in Dth

| Line No. | Period | Beginning Balance 1/ 2/ | Fuel Consumed | Retained Quantities | Monthly Over/(Under) Collection 2/ | Deferred Account Ending Balance 2/ |
|----------|----------------|-------------------------|------------------------|------------------------|------------------------------------|------------------------------------|
| | (a) | (b) | (c) [Att C, page 5] | (d) [Att C, page 6] | (e) (c - d) | (f) (b + e) |
| 1 | September 2024 | (412,002) | 241,903 | 356,015 | (114,112) | (526,114) |
| 2 | October 2024 | (526,114) | 246,711 | 355,755 | (109,044) | (635,158) |
| 3 | November 2024 | (635,158) | 307,440 | 339,793 | (32,353) | (667,511) |
| 4 | December 2024 | (667,511) | 356,899 | 215,159 | 141,740 | (525,771) |
| 5 | January 2025 | (525,771) | 315,394 | 208,143 | 107,251 | (418,520) |
| 6 | February 2025 | (418,520) | 275,376 | 188,029 | 87,347 | (331,173) |

Notes:

1 - See MEP's Fuel Tracker Filing in Docket No. RP25-76, Appendix C, Attachment C, Page 1, line 6.

2 - Positive amounts represent an under-collection that is due from shippers. Negative amounts represent an over-collection that is owed to shippers.

MIDCONTINENT EXPRESS PIPELINE LLC
Calculation of Zone 2 Fuel Gas Deferred Account
Quantities in Dth

| Line No. | Period | Beginning Balance 1/ 2/ | Fuel Consumed | Retained Quantities | Monthly Over/(Under) Collection 2/ | Deferred Account Ending Balance 2/ |
|----------|----------------|-------------------------|-----------------|---------------------|------------------------------------|------------------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) |
| | | | [Att C, page 5] | [Att C, page 6] | (c - d) | (b + e) |
| 1 | September 2024 | (42,921) | 100,309 | 111,091 | (10,782) | (53,703) |
| 2 | October 2024 | (53,703) | 97,580 | 111,190 | (13,610) | (67,313) |
| 3 | November 2024 | (67,313) | 109,783 | 106,752 | 3,031 | (64,282) |
| 4 | December 2024 | (64,282) | 116,774 | 103,110 | 13,664 | (50,618) |
| 5 | January 2025 | (50,618) | 116,055 | 102,444 | 13,611 | (37,007) |
| 6 | February 2025 | (37,007) | 104,863 | 92,581 | 12,282 | (24,725) |

Notes:

1 - See MEP's Fuel Tracker Filing in Docket No. RP25-76, Appendix C, Attachment C, Page 2, line 6.

2 - Positive amounts represent an under-collection that is due from shippers. Negative amounts represent an over-collection that is owed to shippers.

MIDCONTINENT EXPRESS PIPELINE LLC
Calculation of Unaccounted For Gas Deferred Account
Quantities in Dth

| Line No. | Period | Beginning Balance 1/ 2/ | Unaccounted For Gas Experienced | Retained Quantities | Monthly Over/(Under) Collection 2/ | Deferred Account Ending Balance 2/ |
|----------|----------------|-------------------------|---------------------------------|---------------------|------------------------------------|------------------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) |
| | | | [Att C, page 5] | [Att C, page 6] | (c - d) | (b + e) |
| 1 | September 2024 | 139,442 | (48,152) | 94,254 | (142,406) | (2,964) |
| 2 | October 2024 | (2,964) | (103,566) | 94,493 | (198,059) | (201,023) |
| 3 | November 2024 | (201,023) | (59,130) | 92,274 | (151,404) | (352,427) |
| 4 | December 2024 | (352,427) | 28,077 | (24,869) | 52,946 | (299,481) |
| 5 | January 2025 | (299,481) | (23,393) | (24,794) | 1,401 | (298,080) |
| 6 | February 2025 | (298,080) | 44,223 | (22,270) | 66,493 | (231,587) |

Notes:

1 - See MEP's Fuel Tracker Filing in Docket No. RP25-76, Appendix C, Attachment C, Page 3, line 6.

2 - Positive amounts represent an under-collection that is due from shippers. Negative amounts represent an over-collection that is owed to shippers.

MIDCONTINENT EXPRESS PIPELINE LLC
Calculation of Booster Fuel Deferred Account
Quantities in Dth

| Line No. | Period | Beginning Balance 1/ 2/ | Fuel Consumed | Retained Quantities | Monthly Over/(Under) Collection 2/ | Deferred Account Ending Balance 2/ |
|----------|----------------|-------------------------|------------------------|------------------------|------------------------------------|------------------------------------|
| | (a) | (b) | (c) [Att C, page 5] | (d) [Att C, page 6] | (e) (c - d) | (f) (b + e) |
| 1 | September 2024 | 11,022 | 4,802 | 3,422 | 1,380 | 12,402 |
| 2 | October 2024 | 12,402 | 5,681 | 4,134 | 1,547 | 13,949 |
| 3 | November 2024 | 13,949 | 7,039 | 8,141 | (1,102) | 12,847 |
| 4 | December 2024 | 12,847 | 1,989 | 3,267 | (1,278) | 11,569 |
| 5 | January 2025 | 11,569 | 6,218 | 11,820 | (5,602) | 5,967 |
| 6 | February 2025 | 5,967 | 4,206 | 9,343 | (5,137) | 830 |

Notes:

1 - See MEP's Fuel Tracker Filing in Docket No. RP25-76, Appendix C, Attachment C, Page 4, line 6.

2 - Positive amounts represent an under-collection that is due from shippers. Negative amounts represent an over-collection that is owed to shippers.

MIDCONTINENT EXPRESS PIPELINE LLC
Determination of Fuel Consumed by Zone, Unaccounted For Gas, and Fuel Consumed for Booster Compression Operations
Base Period Quantities in Dth

| Line No. | Base Period Month | Zone 1 | | | Zone 2 | | | Unaccounted For Gas (Gain)/Loss | Booster Compression Fuel | Days in Base Period |
|----------|-------------------|----------------------|------------------------------|------------------|----------------|------------------------------|----------------|---------------------------------|--------------------------|---------------------|
| | | Lamar & Atlanta Fuel | Perryville Allocated Fuel 1/ | Total Zone 1 | Vicksburg Fuel | Perryville Allocated Fuel 1/ | Total Zone 2 | | | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) |
| 1 | September 2024 | 201,148 | 40,755 | 241,903 | 72,607 | 27,702 | 100,309 | (48,152) | 4,802 | 30 |
| 2 | October 2024 | 207,644 | 39,067 | 246,711 | 71,363 | 26,217 | 97,580 | (103,566) | 5,681 | 31 |
| 3 | November 2024 | 252,752 | 54,688 | 307,440 | 72,166 | 37,617 | 109,783 | (59,130) | 7,039 | 30 |
| 4 | December 2024 | 291,516 | 65,383 | 356,899 | 74,285 | 42,489 | 116,774 | 28,077 | 1,989 | 31 |
| 5 | January 2025 | 253,466 | 61,928 | 315,394 | 73,621 | 42,434 | 116,055 | (23,393) | 6,218 | 31 |
| 6 | February 2025 | 219,013 | 56,363 | 275,376 | 67,692 | 37,171 | 104,863 | 44,223 | 4,206 | 28 |
| 7 | Total | 1,425,539 | 318,184 | 1,743,723 | 431,734 | 213,630 | 645,364 | (161,941) | 29,935 | 181 |

Notes:

1 - Pursuant to GT&C Section 36.4(c), The allocation of fuel gas between zones will be accomplished by first allocating directly to a zone any fuel associated with compression that impacts only one zone. All other Fuel Gas will be allocated between zones on a Mcf-mile allocation basis. Perryville fuel is allocated between Zone 1 and Zone 2 based on an Mcf-mile calculation. Commencing June 1, 2010, fuel burned at the Vicksburg Compressor Station is allocated between Zone 1 and Zone 2, if required, in order to make the actual Zone 2 fuel burned percentage at or below 0.29%.

MIDCONTINENT EXPRESS PIPELINE LLC
Fuel and Unaccounted For Gas Retention and Receipt Quantities
Base Period Quantities in Dth

| Line No. | Base Period Month | Zone 1 | | Zone 2 | | Booster Compression | | Unaccounted For Gas | |
|----------|-------------------|--------------------|----------------------|--------------------|----------------------|---------------------|----------------------|---------------------|----------------------|
| | | Receipt Quantity | Retained Quantity 1/ | Receipt Quantity | Retained Quantity 1/ | Receipt Quantity | Retained Quantity 1/ | Receipt Quantity | Retained Quantity 1/ |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) |
| 1 | September 2024 | 38,918,676 | 356,015 | 39,446,462 | 111,091 | 570,328 | 3,422 | 39,489,004 | 94,254 |
| 2 | October 2024 | 38,892,816 | 355,755 | 39,483,953 | 111,190 | 689,045 | 4,134 | 39,591,602 | 94,493 |
| 3 | November 2024 | 37,096,172 | 339,793 | 37,856,119 | 106,752 | 1,356,770 | 8,141 | 38,609,242 | 92,274 |
| 4 | December 2024 | 40,357,391 | 215,159 | 40,267,050 | 103,110 | 398,451 | 3,267 | 40,758,378 | (24,869) |
| 5 | January 2025 | 39,053,052 | 208,143 | 40,019,112 | 102,444 | 1,441,410 | 11,820 | 40,646,967 | (24,794) |
| 6 | February 2025 | 35,272,413 | 188,029 | 36,159,671 | 92,581 | 1,139,374 | 9,343 | 36,503,758 | (22,270) |
| 7 | Total | 229,590,520 | 1,662,894 | 233,232,367 | 627,168 | 5,595,378 | 40,127 | 235,598,951 | 209,088 |

Notes:

1 - Retained quantity based on individual transactions and the applicable retention percentage in effect at that time.