

TGP Northeast Customer Meeting

April 16, 2026

Agenda

Welcome and Introductions	Erin Mortimer	<i>Sr. Scheduler, CAB Facilitator, KMI Pipeline - TGP</i>
KM Update	Gina Mabry	<i>Vice President of Pipeline Administration, KMI Pipeline</i>
Commercial Update	Jim McCord	<i>Account Director – Marketing, KMI Pipeline-TGP</i>
Operations Update	Cathy Soape Hutton	<i>Manager of Scheduling, KMI Pipeline-TGP</i>
Information Technology Update	Matias Fefer	<i>Vice President of Information Technology, KMI</i>
Transportation Services Update	Lauren Holcombe Isaac Bravo	<i>Manager of Scheduling, KMI Pipeline-TGP Scheduler, KMI Pipeline – TGP</i>
Discussion and Feedback	Adam Harris	<i>Director of Scheduling, KMI Pipeline</i>

Meet the Team - Scheduling

KINDER MORGAN

Eastern Region Scheduling Department



Gina Mabry
VP—Pipeline Administration
 Phone: (713) 420-3685
 Cell: (281) 744-8666
 Gina_Mabry@kindermorgan.com



Adam Harris
Director—Pipeline Scheduling
 Phone: (713) 420-2672
 Cell: (281) 389-0024
 Adam_Harris@kindermorgan.com



Lauren Holcombe
Manager—Pipeline Scheduling
 (713) 420-6281
 ICE: laholcombe
 Lauren_Holcombe@kindermorgan.com



Cathy Soape
Manager—Pipeline Scheduling
 Phone: (713) 420-3814
 Cell: (713) 922-5083
 Cathy_Soape@kindermorgan.com

Tennessee Gas Pipeline Scheduling Team

DSRs



Walker Agnew, Jr.
Pipeline Scheduler II
 (713) 420-6059
 ICE: wagnew
 Walker_Agnew@kindermorgan.com



Susan Lopez
Pipeline Scheduler Lead
 (713) 420-3724
 ICE: slopez3
 Susan_Lopez@kindermorgan.com



Brooke Ardoin
Pipeline Scheduler II
 (713) 420-1959
 ICE: bardoin
 Brooke_Ardoin@kindermorgan.com



Erin Mortimer
Pipeline Scheduler Sr. II
 (713) 420-5878
 ICE: emortimer1
 Erin_Mortimer@kindermorgan.com



Brianna Fuhre
Pipeline Scheduler Asc
 (713) 420-2429
 ICE: bfuhre
 Brianna_Fuhre@kindermorgan.com



Mackenzie Rice
Pipeline Scheduler II
 (713) 420-2774
 ICE: macrice
 Mackenzie_Rice@kindermorgan.com



Scott Holdener
Pipeline Scheduler Sr. I
 (713) 420-2237
 ICE: scoholdener
 Scott_Holdener@kindermorgan.com



Isaac Bravo Rodriguez
Pipeline Scheduler I
 (713) 420-6857
 ICE: ibravorodrig
 Isaac_Bravorodriguez@kindermorgan.com

WEARs



Mandey Allen
Pipeline Scheduler Lead
 (713) 369-9369
 Mandey_Allen@kindermorgan.com



Ginger Bryan
Pipeline Scheduler Sr. II
 (713) 420-6135
 Virginia_Bryan@kindermorgan.com



Nicole Lang
Pipeline Scheduler Sr. II
 (713) 420-5992
 Nicole_Lang@kindermorgan.com



Jill Overman
Pipeline Scheduler Lead
 (713) 420-3450
 Jill_Overman@kindermorgan.com



Norma Villarreal
Pipeline Scheduler Sr. II
 (713) 420-3924
 Norma_Villarreal@kindermorgan.com

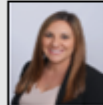


Taeko Yoneyama
Pipeline Scheduler Sr. I
 (713) 420-3950
 Taeko_Yoneyama@kindermorgan.com

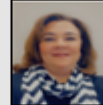
**Nominations and Scheduling Contact Information:
 (713) 420-4999 / TGPTTransSvc@kindermorgan.com**

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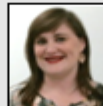
Eastern Region Contracts Department

**Gina Mabry**

VP - Pipeline Administration
Phone: (713) 420-3685
Cell: (281) 744-8666
Gina_Mabry@kindermorgan.com

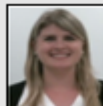
**Jill Hinkle**

Director - Commercial Contract Admin
Phone: (713) 369-9326
Jill_Hinkle@kindermorgan.com

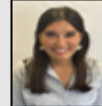
**Lindsay Salazar**

Manager - Commercial Contract Admin
Phone: (713) 420-2382
Lindsay_Salazar@kindermorgan.com

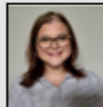
East Region Contract Management Team

**Katie Manganelli**

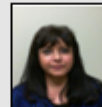
Commercial- Contract Admin SR I
(713) 420-6280
Katherine_Manganelli@kindermorgan.com

**Stephanie Roberts**

Commercial- Contract Admin I
(713) 420-2998
Stephanie_Roberts@kindermorgan.com

**Kaitlyn Eggleton**

Commercial- Contract Admin ASC
(713) 420-4564
Kaitlyn_Eggleton@kindermorgan.com

**Veronica Esparza**

Commercial- Contract Admin SR I
(713) 420-5213
Veronica_Esparza@kindermorgan.com

Contracts Hotline:

(713) 420-3434

Email: TGContractMgmt@kindermorgan.com

Reliable services creating value every day

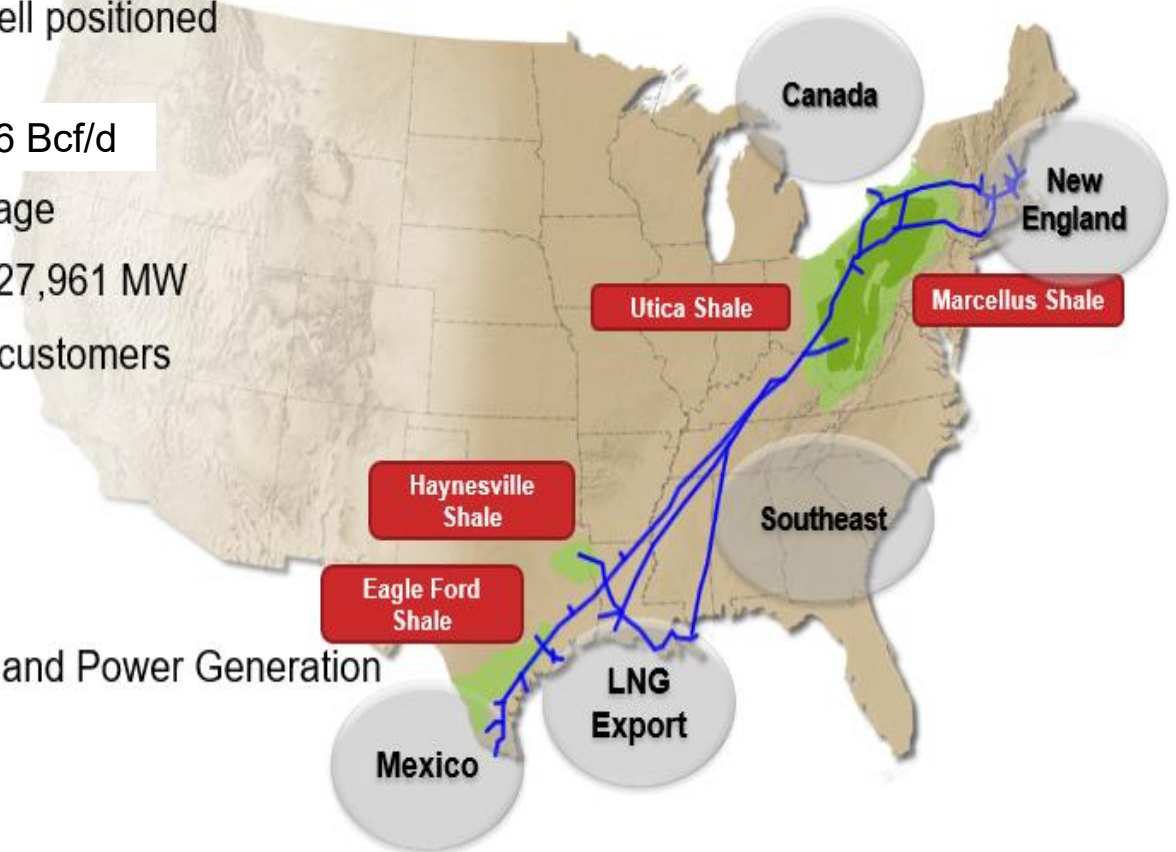
- **Transportation** – Market-driven firm transportation agreements enabling access to premium supply and market locations.
- **PAL** – Park and Loan services creating flexible solutions and opportunities, adding value to your business.
- **Balancing** – Term and monthly balancing contracts provide many innovative ways to add value.
- **Storage** – Creative storage solutions that provide additional opportunities and risk mitigation.
- **Pooling** – Locations that meet market and supplier needs, providing liquidity on trading platforms and are used by natural gas publications for location indices.
- **Communication** – Maintenance updates are posted weekly and online monthly. Annual customer meetings, industry, and face-to-face meetings.
- **On-Call** – Weekend and weeknight on-call access to the scheduling and commercial teams. (Hourly nomination cycles after 10 pm)
- **DART** – Scheduling system allowing 24/7 access to your scheduling information.

Commercial Update

Creating Value for our Customers

System Overview

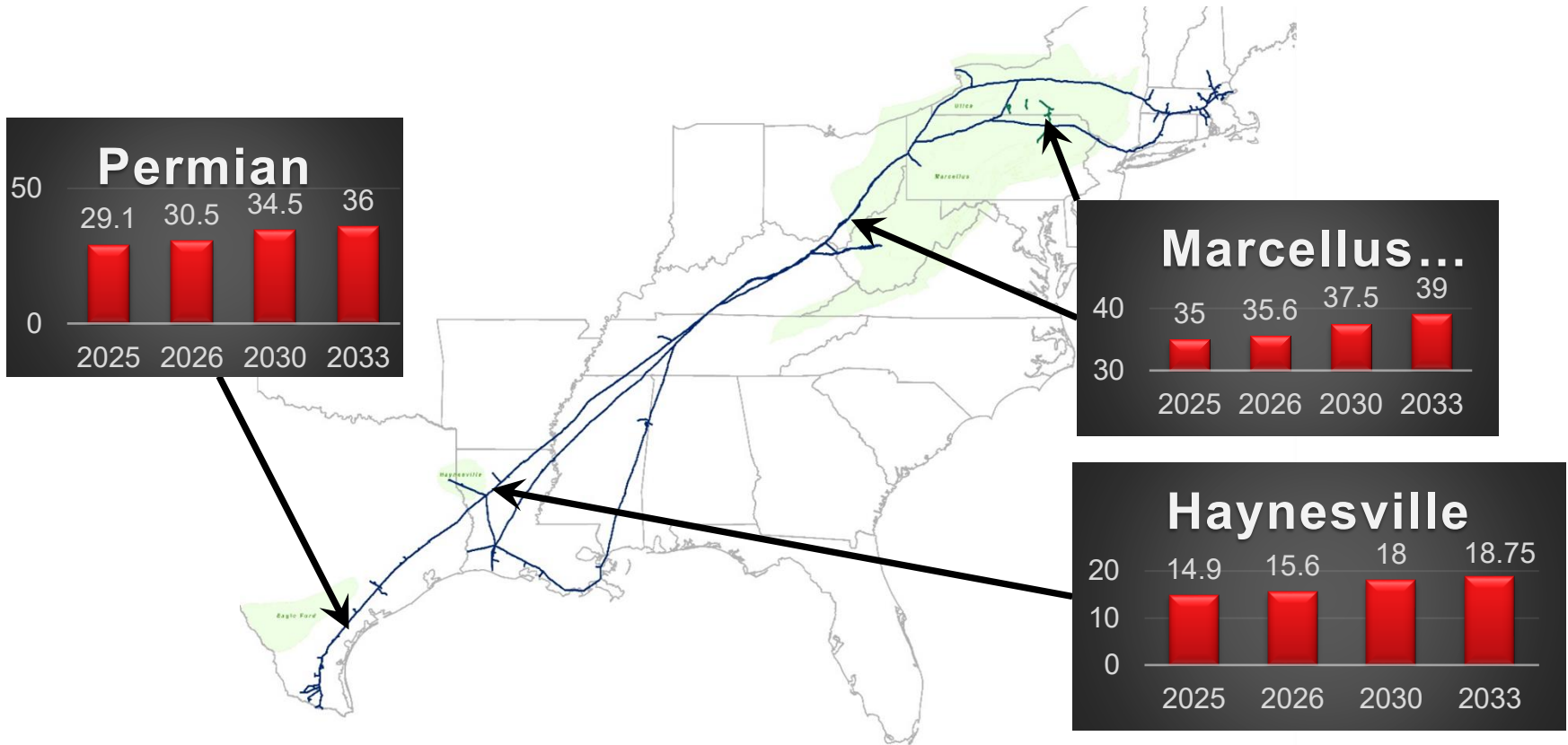
- Large pipeline system with access to key supply basins and well positioned to serve new demand
- Peak throughput of 16.6 Bcf/d
- Flexible 140 BCF of storage
- Direct connected power 27,961 MW
- >500 firm transportation customers



Long-Term Growth Drivers

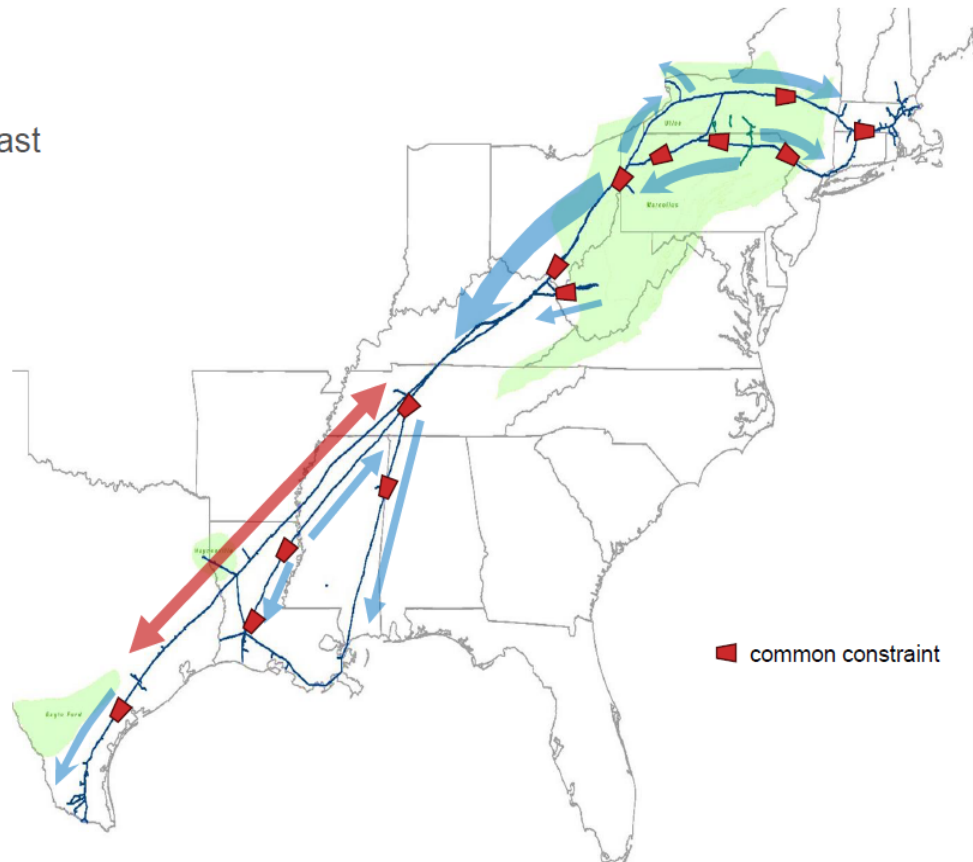
- Supply Push – Permian
- Market Pull – LNG export and Power Generation

Commercial Update – Supply Growth



System Flows

- Remains the same
 - High utilization moving gas from Marcellus/Utica, both South and East
 - Traditional bottleneck into New England remains
 - Steady exports to Canada
- Recent Trends
 - Power growth - PJM in particular
 - Growing LNG exports
 - Texas becomes a swing market



Operations Update – Winter 2025-2026

Overview

- Higher Winter Demand; fewer freeze-offs; winter readiness
- System-wide throughput increased 15%
- Storage Inventories lower than previous year going into winter; high withdrawals in December, January and February
- System Wide Peak Day was ~16.6 Bcf/d on January 31, 2026
- LNG deliveries increased by 66% over previous winter
- Power demand saw 5% decrease over last year
- Exports to Mexico increased by 37% compared to previous winter
- Higher throughput in the Northeast compared to prior years; More volumes coming in from Dracut and Distrigas
- New restrictions for MHE in NorthEast and Zone 0
- Receipts from Niagara
- Receipts from Midwestern

Supply

- Supply in Zone 4 consistent as previous Winter
- Permian supply continues to increase
- Supply changes were demand related at Dracut/Distrigas

Operational Challenges

- Winter Conditions colder than normal for extended periods of time
- Uncertainty about Solar and Wind
- Hourly Imbalance Warnings

TGP System Wide Flows

	<u>2021-2022</u>	<u>2022-2023</u>	<u>2023-2024</u>	<u>2024-2025</u>	<u>2025-2026</u>	<u>Change</u>
LDC	2,089	1,936	2,034	2,138	2,192	+3%
Power	1,558	1,627	1,648	1,801	1,711	-5%
Pipeline Interconnects	5,593	5,835	5,538	5,003	5,259	+5%
LNG	1,705	1,218	1,282	1,912	3,181	+66%
MEX	565	382	438	487	668	+37%
Industrial	50	63	71	74	88	+19%
TOTAL	11,560	11,061	11,011	11,415	13,099	+15%

Volumes are MDth/d

Operations Update – Winter Restrictions

Restricted Days as of Timely Cycle

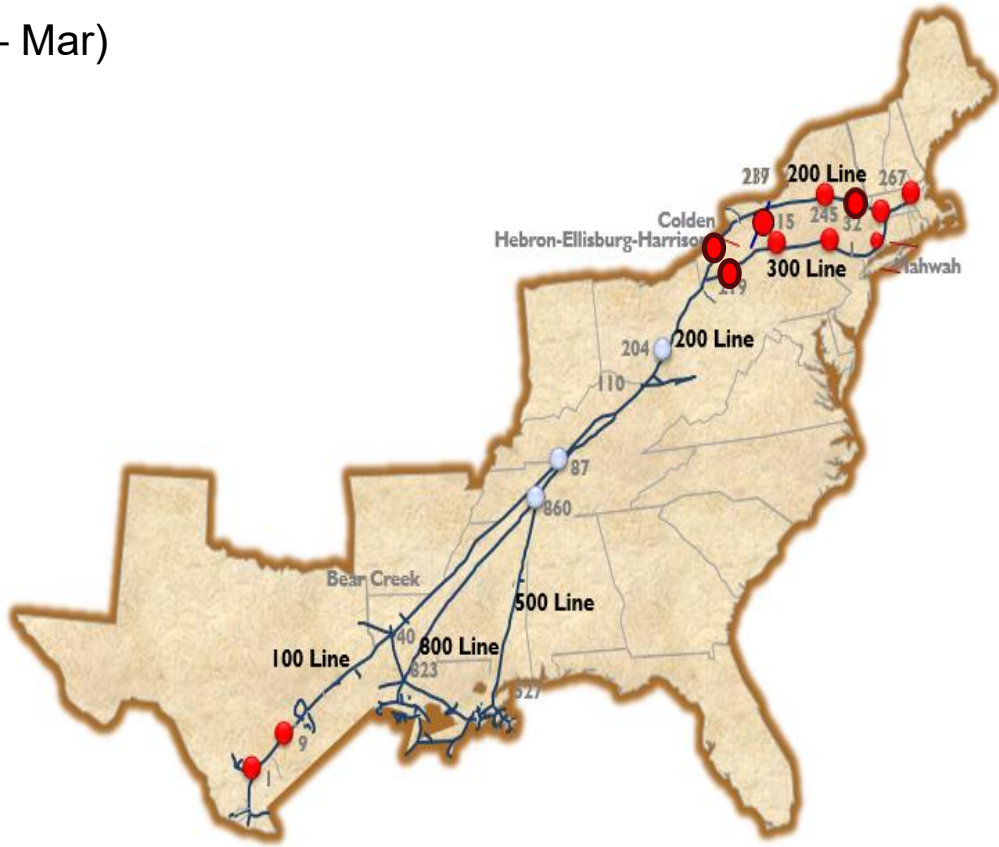


Restriction Point Highly Utilized TGP Paths	Percentage Days Restricted (November - March)	Percentage Days Restricted (November - March)	Percentage Days Restricted (November – March)	Percentage Days Restricted (November – March)	Percentage Days Restricted (November – March)
	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
Sta. 204	0%	0%	0%	0%	38%
Sta. 245	99%	100%	100%	100%	100%
Sta. 261	76%	71%	59%	75%	84%
MLV 268	36%	26%	14%	12%	22%
MLV 273	95%	100%	100%	85%	91%
Sta. 315 BH	98%	100%	100%	94%	100%
Sta. 321	99%	100%	100%	100%	100%
MLV 355 BH	40%	56%	52%	13%	7%
Sta. 1 BH	4%	1%	14%	0%	13%
Mahwah	4%	94%	96%	97%	85%

Frequently Constrained Segments

Days Impacted for Timely Cycle (Nov – Mar)

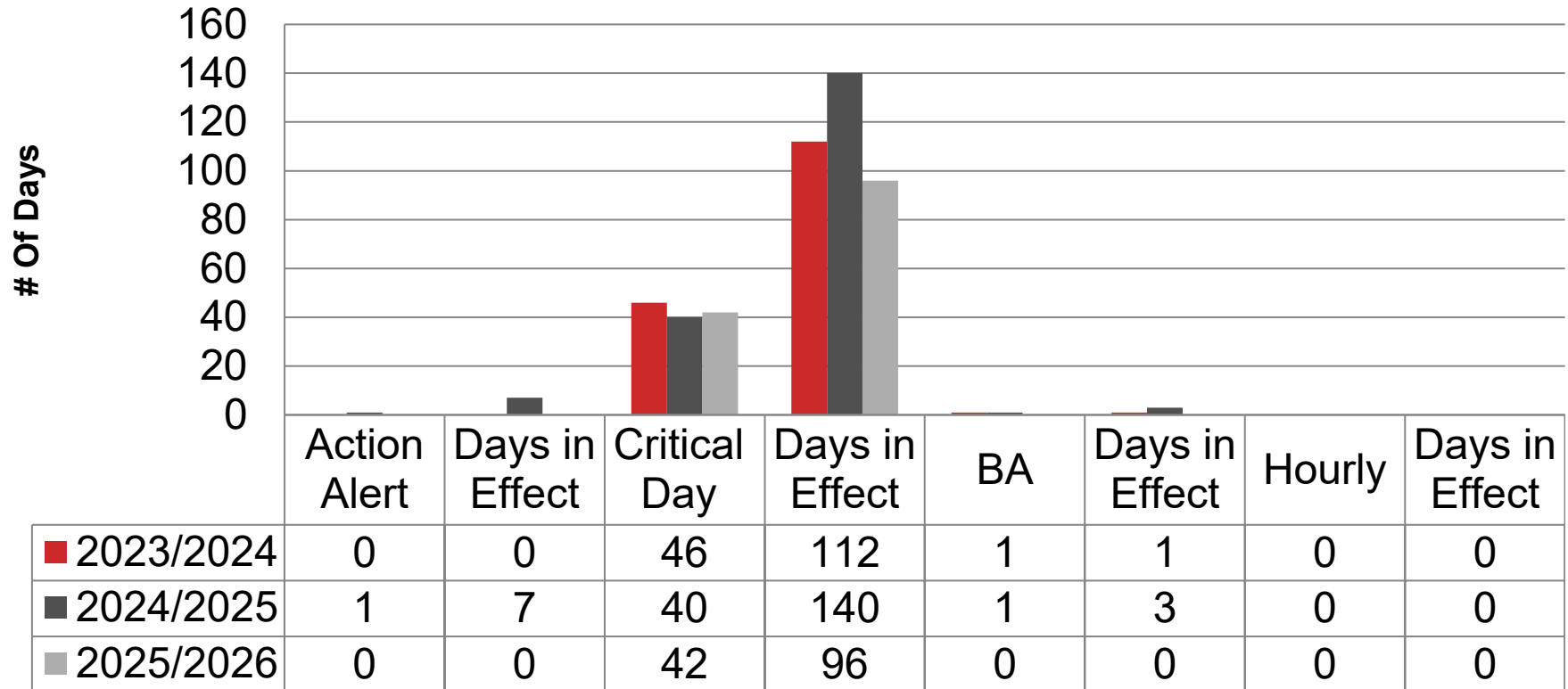
Segment	Location	Days Impacted
224	STA 224	143
245	STA 245	151
249	STA 249	151
261	STA 261Dis	127
299	HC Z5	151
284	STA 273	137
307	STA 307	151
314	MLV 314	151
315	STA 315	151
321	STA 321	151
336	MLV 336	150
324	420207	128
249	412181	117



*Through March 31, 2026 (151 Days)

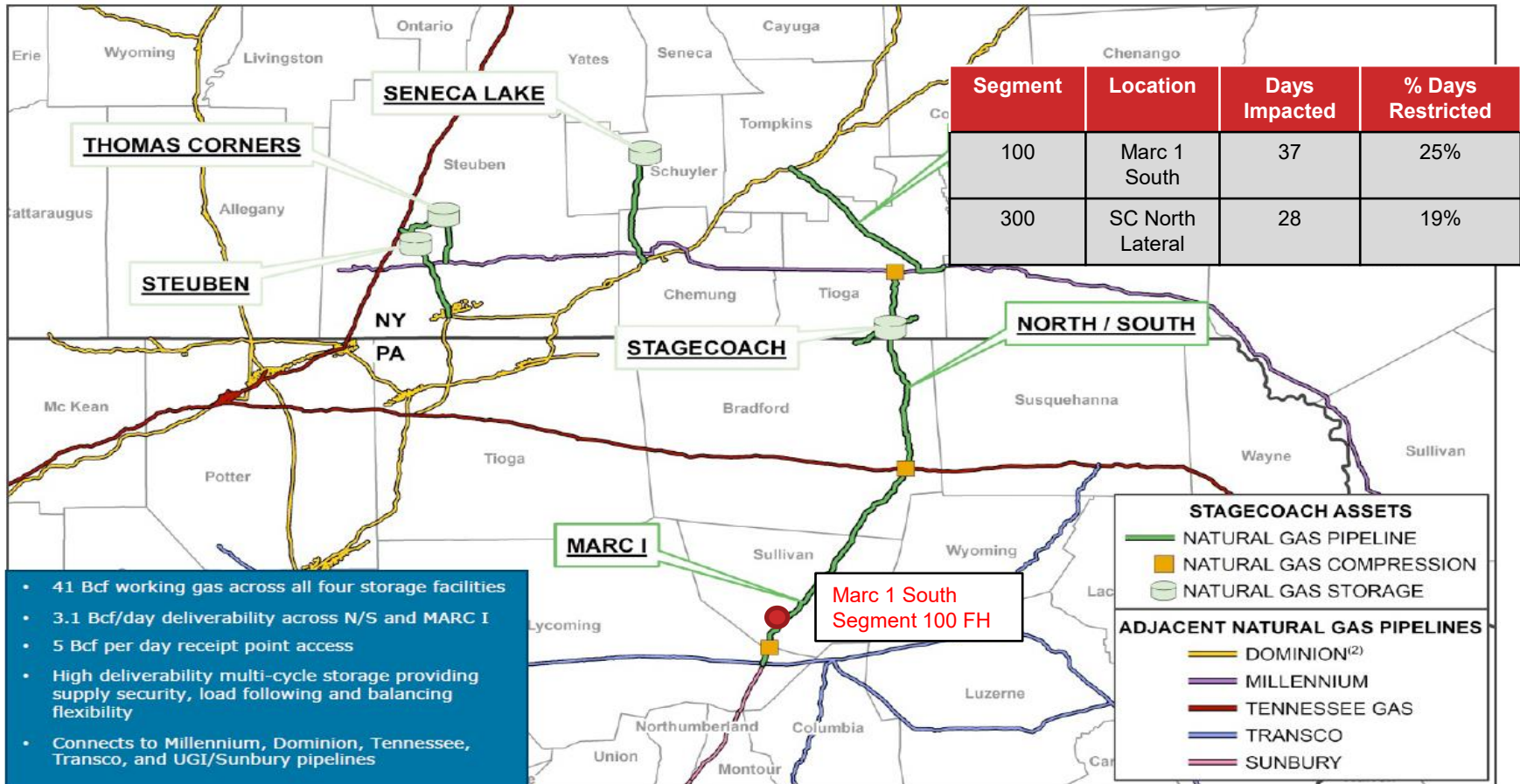
Operations Update – Winter OFOs TGP

Winter Season OFOs – System Wide



Excess Hourly Takes Warning in effect 72 days

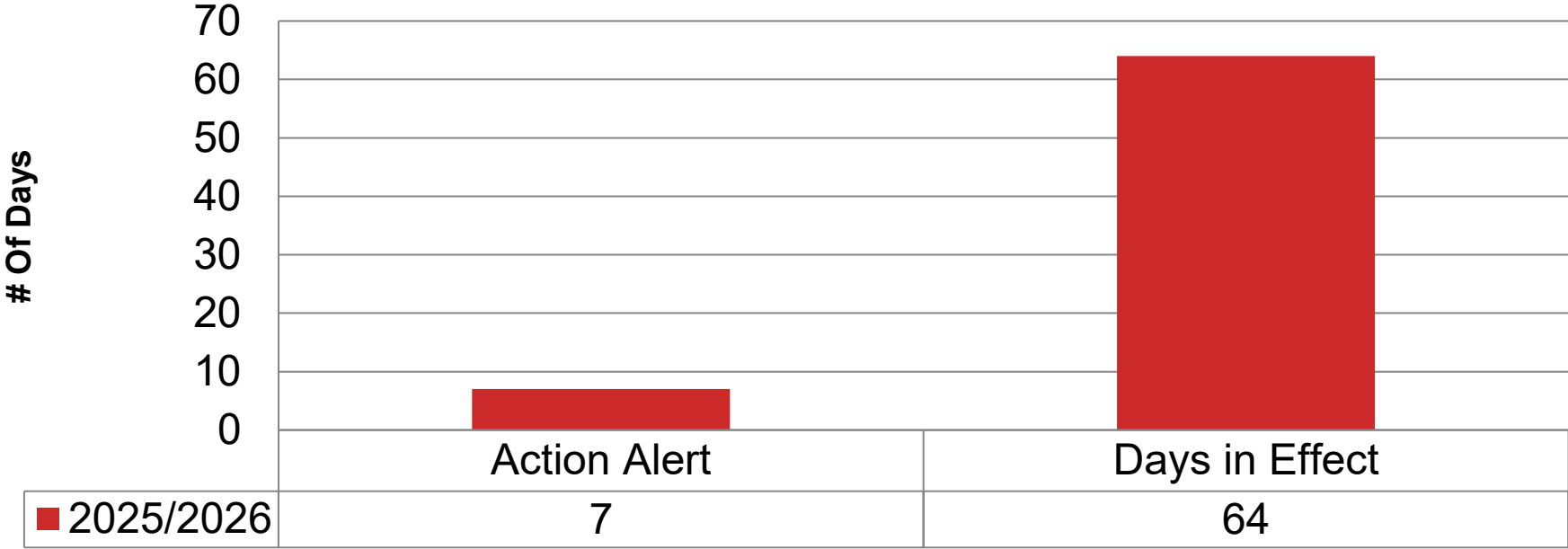
STAR Overview – Winter Restrictions



Operations Update – Winter OFOs Stagecoach



Winter Season OFOs – System Wide

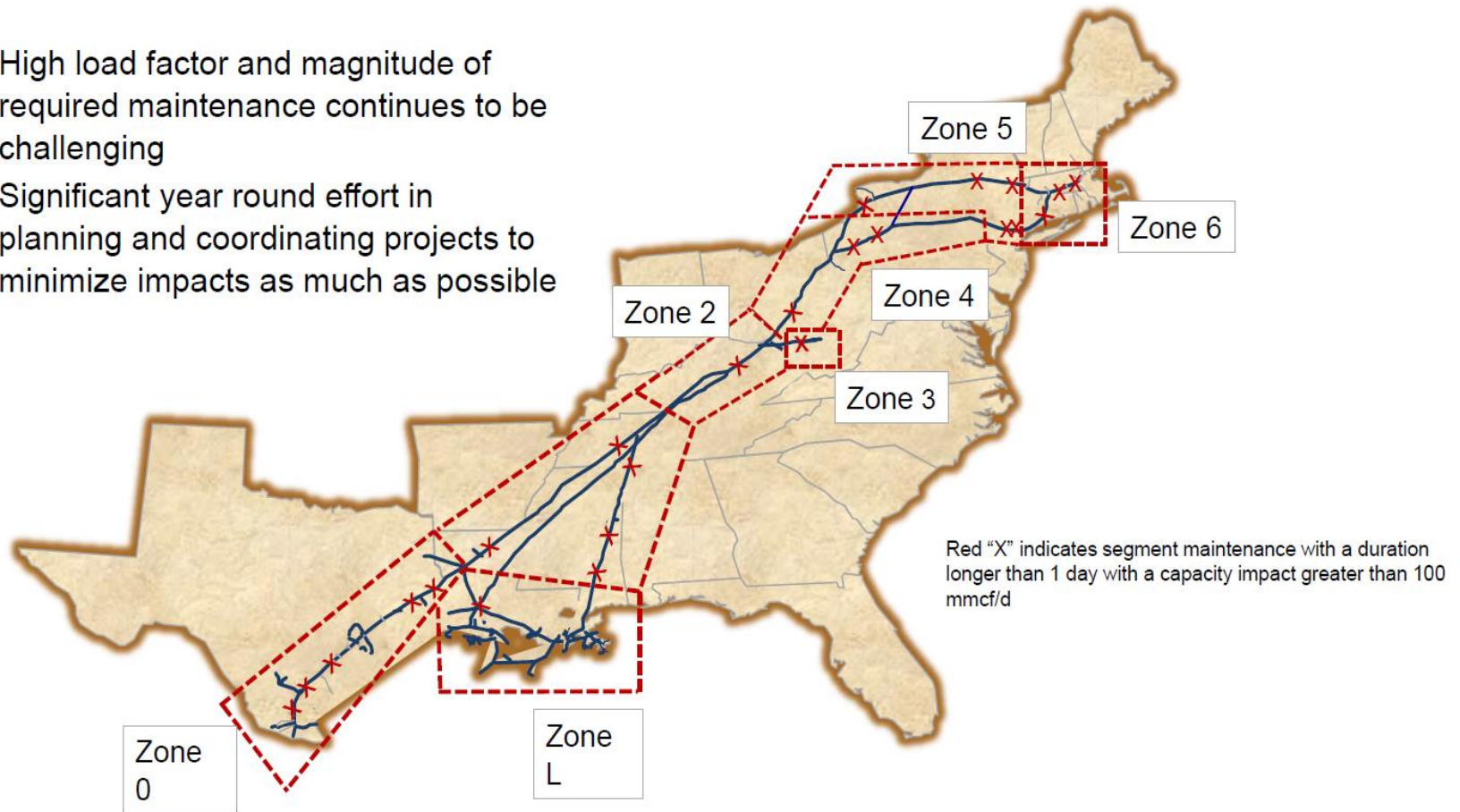


Operational Expectations Heading into Summer

- Continued high utilization system wide
- LNG demand is high utilization with no seasonality – increased load factor in southern segments
- Storage at low levels heading into summer with anticipated high injection rates
- Growth in Data Centers
- Scheduling maintenance and outages continues to be challenging
 - Significant coordination effort to minimize customer impact
 - Multi-year analysis when scheduling known major outages
 - Continued maintenance and integrity efforts ensure reliability
 - Routine PHMSA required inspections and maintenance

Upcoming Maintenance

- High load factor and magnitude of required maintenance continues to be challenging
- Significant year round effort in planning and coordinating projects to minimize impacts as much as possible



DART – Direct Access Request Tracking

History

- First version of DART was rolled out for Stingray in June of 1995.
- NGPL, Trailblazer, and Canyon Creek Compression in September 1995.
- Invoicing application, Net Revenue, went live in 1998.

Scope Today

- 40% of the United States' natural gas is handled by the DART application.
- DART manages 94 active Pipelines

TGP and DART

- TGP was loaded into DART in 2013 after the El Paso acquisition
- Largest interstate pipeline
 - Approx. 28% of all MMBTU
 - 2,000+ metered pins
 - Over 6,500 active contracts
 - More than 900 shippers

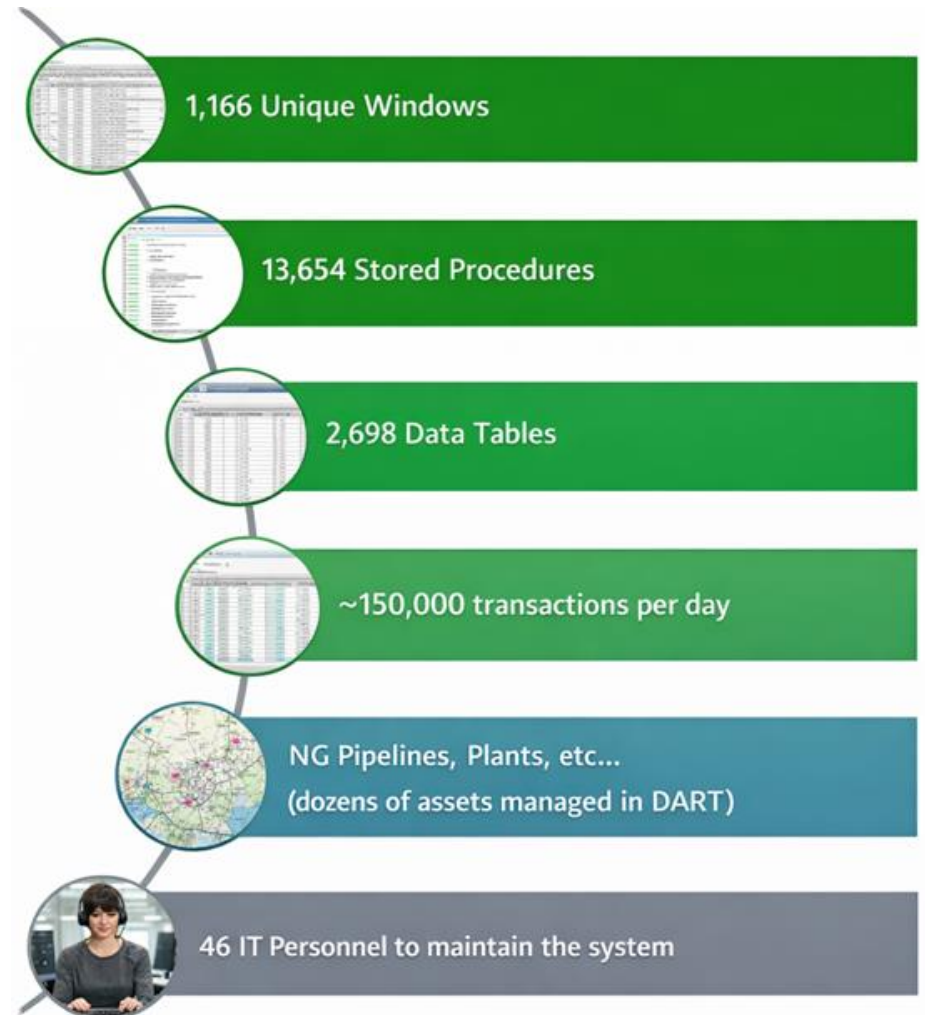
DART Application at a Glance



Infrastructure

- 8 Web servers – Portal and websites
- 18 Internal Citrix servers
- **56 External Citrix servers (16 more in April)**
- 76 Database servers
- 8 Batch servers – TIDAL/ Batch jobs across the areas
- 2 Application servers – AMPL

- **168 across Houston and Colorado Springs (Disaster recovery)**



TGP Tariff Update – Curtailment of Scheduled Quantities

1. **Primary in Path (PIP):** Each Shipper is allocated its proportionate share based on the ratio of (A) Shipper's TQ through the constrained segment to (B) the total of all Shippers' TQ through the constrained segment

$$\left[\frac{\text{(A) Shipper TQ}}{\text{(B) Total of all Shippers' TQ}} \right] \times \text{Available Capacity}$$

2. **Secondary in Path 1 (SIPsp):** Each Shipper is allocated its proportionate share based on the ratio of (A) Shipper's TQ through the constrained segment reduced for any PIP quantities allocated to Shipper, to (B) the total of all Shippers' TQ through the constrained segment reduced for total PIP allocations

$$\left[\frac{\text{(A) Shipper TQ (-) Shipper allocated PIP Qty}}{\text{(B) Total of all Shippers' TQ (-) Total allocated PIP Qty}} \right] \times \text{Available Capacity after PIP allocation}$$

3. **Secondary in Path 2 (SIPps):** Shipper's TQ (A) and total of all Shippers' TQ through the constrained segment (B) will be reduced for allocations in both PIP and SIPsp to arrive at final allocation.

4. **Secondary in Path 3 (SIPss):** Shipper's TQ (A) and total of all Shippers' TQ through the constrained segment (B) will be reduced for allocations in PIP, SIPsp, and SIPps to arrive at final allocation.

Transportation Services Update

2025 Meeting Action Items

	Hourly Buy/Sell Mismatch View and Warning	Stagecoach Out of Cycle Noms	EBB Load Issue	EBB Timeout Issue	EPSQ Warnings	Expanded Report Functionality	OFO Notices
Completed	✓	✓	✓	✓		✓	✓
In Progress					✓		

Transportation Services Update

2025 Meeting Action Items

Category	Request	Proposed Modification	Status
Hourly Buy/Sell Mismatch View and Warning	Ability to view mismatches at hourly cycles	Buy/sell mismatches at hourly cycles (11pm-8am) are visible in Buy/Sell mismatch Screen when nomination is in waiting approval	Completed
Stagecoach Out of Cycle Noms	Hourly or post cycle on Stagecoach	Adjustments can be made before the end of the gas day, provided all necessary operator approvals are received, and the request is operationally feasible	Completed
EBB Load Issue	Improve loading of side panel on home page		Completed
EBB Timeout Issue	Prevent OAC from refreshing when viewing data for extended periods of time	Warning message now displays with session expiration and option to renew your session	Completed

Transportation Services Update

2025 Meeting Action Items

Category	Request	Proposed Modification	Status
EPSQ Warnings	Determine a way to view reports while batch is waiting approval for EPSQ	Project to improve EPSQ logic during validation which will reduce the number of batches that require approval	In Progress
Expanded Report Functionality	View future nominations through a weekend in the 'Shipper Imbalance / Transportation Contract Summary' Screen	Modify 'Shipper Imbalance / Transportation Contract Summary' screen to see data forward to end of month. Functionality also expanded to screens 'Daily Transport Contract Summary' and 'Contract Point Activity'	Completed

Transportation Services Update

2025 Meeting Action Items

Category	Request	Proposed Modification	Status
OFO Notice	Improve OFO notices for clarity	Created a grid by zone format with simplified language	Completed

Zone	GD 1-11-26	GD 1-12-26 and until further notice
Zone 0	No OFO	No OFO
Zone L	No OFO	No OFO
Zone 1	No OFO	No OFO
Zone 2	No OFO	No OFO
Zone 3	No OFO	No OFO
Zone 4	No OFO	No OFO
Zone 5	No OFO	Critical Day 1 All areas east of Sta. 245 on the 200 line <ul style="list-style-type: none"> Receipts do not underdeliver Deliveries do not overtake
Zone 6	No OFO	Critical Day 1 All areas <ul style="list-style-type: none"> Receipts do not underdeliver Deliveries do not overtake

CD 1 PENALTY: \$5.00 + applicable Regional Daily Spot Price per Dth for quantities in excess of the tolerance

CD 1 TOLERANCE: Greater of 2% of scheduled quantities or 500 Dth

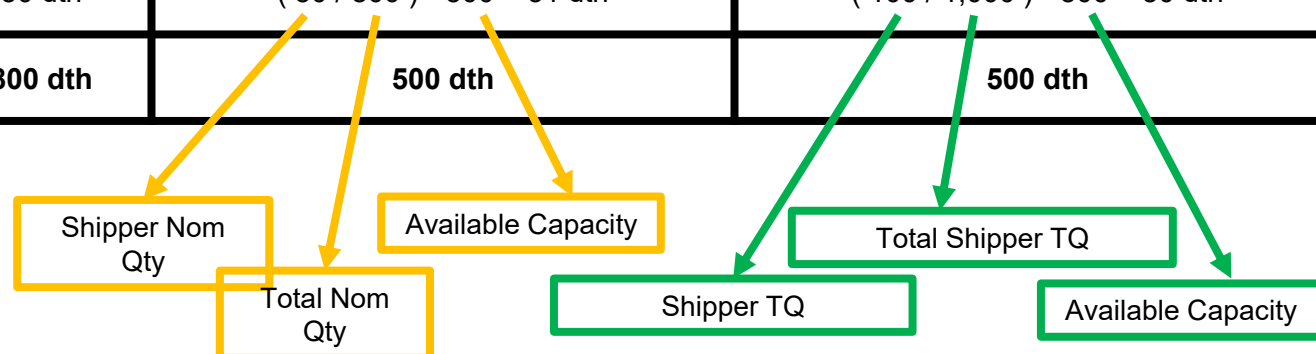
Discussion and Feedback

Transportation Services Update

TGP Tariff Update – Curtailment of Scheduled Quantities (Example 1)

In the example below, segment X has **1,000 dth** of firm sold through the segment. Currently we are only scheduling **50%** of this capacity due to maintenance (**500 dth available**):

	Firm through Segment X	Nomination Quantity	Scheduled Quantity (Historical Method)	Scheduled Quantity (New Proposed Method)
Shipper #1	500 dth	500 dth	$(500 / 800) * 500 = 313 \text{ dth}$	$(500 / 1,000) * 500 = 250 \text{ dth}$
Shipper #2	400 dth	250 dth	$(250 / 800) * 500 = 156 \text{ dth}$	$(400 / 1,000) * 500 = 200 \text{ dth}$
Shipper #3	100 dth	50 dth	$(50 / 800) * 500 = 31 \text{ dth}$	$(100 / 1,000) * 500 = 50 \text{ dth}$
Total	1,000 dth	800 dth	500 dth	500 dth

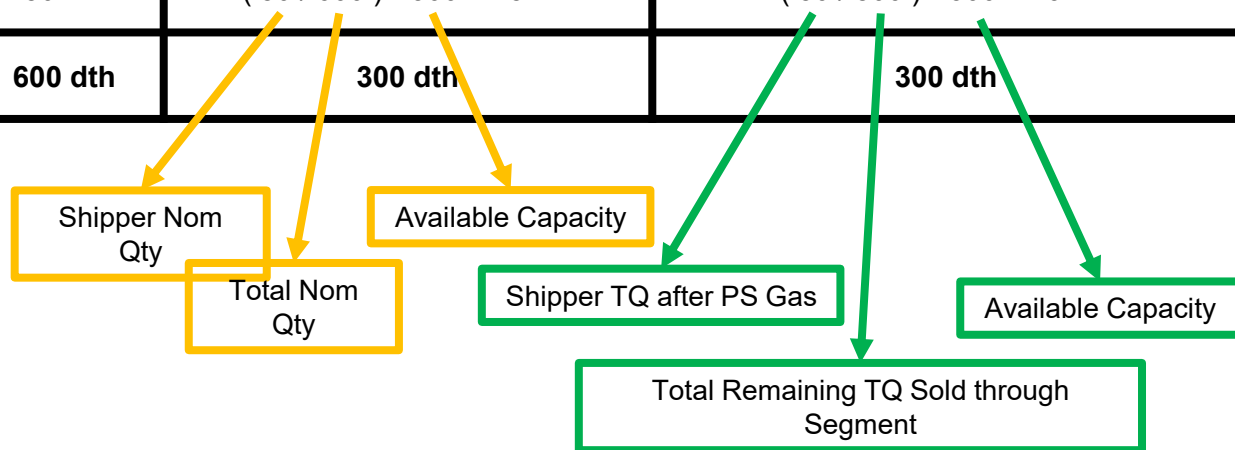


Transportation Services Update

TGP Tariff Update – Curtailment of Scheduled Quantities (Example 2)

In the example below, segment X has **1,000 dth** of firm sold through the segment. Currently we are only scheduling **50%** of this capacity due to maintenance and **200 dth** have already been scheduled (**300 dth available**) :

	Firm through Segment X	Previously Scheduled Gas	Nomination Quantity	Scheduled Quantity (Historical Method)	Scheduled Quantity (New Proposed Method)
Shipper #1	500 dth	100 dth	300 dth	$(300 / 600) * 300 = 150$ dth	$(400 / 800) * 300 = 150$ dth
Shipper #2	400 dth	50 dth	250 dth	$(250 / 600) * 300 = 125$ dth	$(350 / 800) * 300 = 131$ dth
Shipper #3	100 dth	50 dth	50 dth	$(50 / 600) * 300 = 25$ dth	$(50 / 800) * 300 = 19$ dth
Total	1,000 dth	200 dth	600 dth	300 dth	300 dth

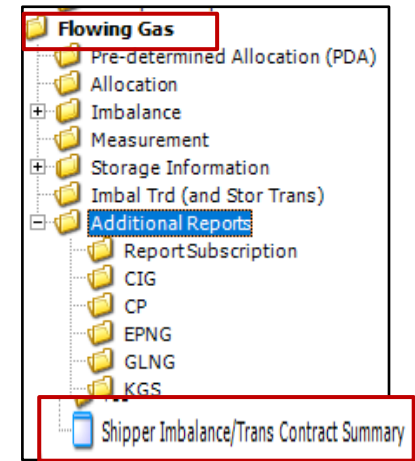


Transportation Services Update



TGP DART Update – Modified ‘Shipper Imbalance/Trans Contract Summary’ screen to show future dates

- ‘Shipper Imbalance/Trans Contract Summary’ screen will now allow a date range up to end of month
- Two supporting screens with daily volumes will now also allow a date range up to end of month



Statement Date/Time: 3/25/2026 11:23:59 AM

Acct Per : 3/2026

Views: Production Acct Per (Stmt)

Print Retrieve Generate EDI

Beg Date: 03/01/2026 End Date: 03/24/2026

NOTE: Positive Values - Pipeline owes Shipper; Negative Values - Shipper owes Pipeline

Future Days reflect Nominated Quantity

Svc Req K	Svc Req Prop	Svc Req Name	Ctrct Type	Srvc Type	TT	TT Desc	Beg Imb Qty	Alloc Rec Qty	Fuel Qty	Alloc Del Qty	End Imb Qty	Prior Period Adj	Casho
							0	3,034,984	(28,924)	3,006,083	(23)		
		TFO	FTBH	01		Transport (Curre	0	6,000	(19)	5,981	0	NO	YES
		TFO	FTA	01		Transport (Curr	0	336,672	(3,456)	333,216	0	NO	YES
		TFO	FTA	01		Transport (Curre	0	149,712	(1,536)	148,176	0	NO	YES
		TFO	FTA	01		Transport (Curre	0	123,648	(1,272)	122,376	0	NO	YES
		TFO	FTA	01		Transport (Curre	0	736,680	(7,583)	729,120	(23)	NO	YES
		TFO	FTA	01		Transport (Curre	0	29,304	(216)	29,088	0	NO	YES

Transportation Services Update

TGP DART Update – Modified ‘Shipper Imbalance/Trans Contract Summary’ screen to show future dates (cont.)

- Two supporting screens with daily volumes will also allow a date range up to end of month

‘Contract Point Activity’
‘Daily Transport Contract Sum.’

Contract Point Activity and Daily Transport Contract Sum screens can be selected from main navigation panel OR right click on Trans Contract Summary screen and select from pop up box

