

## **Rover Pipeline LLC**

### **Explanatory Note**

This Exhibit P contains the following 2 parts: (i) Rover Pipeline LLC ("Rover") derivation of its cost of service and recourse rates based on 3,250,000,000 Dt/Day of mainline capacity; and (ii) Rover's *pro forma* FERC NGA Gas Tariff ("Tariff").

During its open season for the Project, Rover offered prospective shippers the option of receiving service at either recourse rates or negotiated rates. The firm shippers that, to date, have entered into Precedent Agreements with Rover have all elected to receive service at negotiated rates. The negotiated rates upon which Rover and each of these firm shippers have agreed are lower than the corresponding recourse rates being proposed in this filing.

The Tariff filed herein has been shared with the majority of Rover's firm shippers and Rover believes that these shippers are in agreement with the proposed Tariff.

### **Cost of Service and Rate Design**

The derivation of the recourse rates for the fully operational system is based on a total cost of service of approximately \$1.009 billion. Page 2 of 11 shows the derivation of the recourse rates. Pages 3 through 9 detail the derivation of the proposed cost of service. Pages 10 and 11 detail the calculation of the fuel reimbursement percentages. In developing the cost of service, Rover has utilized a capital structure of 50% debt and 50% equity. The rate of return on equity of 13.00% is based in part on the specific risks facing Rover as a new pipeline project and is consistent with equity returns recently approved by the Commission for new pipelines, as discussed in the application. The rate of return on debt of 6.50% reflects the relevant capital borrowing environment. The total return allowance of 9.75% is applied to a first year average rate base to derive the return component of the cost of service. See Exhibit L for further detail on Rover's financing arrangements. Rover has used a 2.50% depreciation rate, for the reasons set forth in Exhibit O.

The cost of service for Rover is functionalized as transmission costs and is classified between reservation and usage costs using the straight fixed-variable rate design methodology. The usage component of the rates consists of estimated variable costs of materials such as lubricants, mechanical parts and operational fluid that will be used at the compressor stations. The recourse rates are derived based on the design capacity of the proposed pipeline. Rover is also applying a credit of \$2,000,000 to the total cost of service amount for interruptible services, because it has the same effect as allocating costs to interruptible services in the design of initial rates. The authorized overrun rate for firm service and the interruptible transportation rate are designed on a 100% load factor basis of the Rate Schedule FTS reservation and usage rates. Rover also intends to offer a gas parking service (Rate Schedule GPS) as system operations allow. A rate for this service was derived from the Rate Schedule ITS rates.

### **Fuel Gas, and Lost and Unaccounted for Gas**

Pursuant to Section 21 of the General Terms and Conditions of its *Pro Forma* FERC NGA Gas Tariff ("GT&C"), Rover will have in place a tracking and true-up mechanism to recover fuel gas, and lost and unaccounted for gas ("LUAF"). This tracking mechanism includes a deferred account with a semi-annual recalculation of the applicable percentages for each category (fuel gas, and LUAF) so that over time Rover will collect the actual amounts incurred for these items. LUAF will be assessed under the Tariff on a system-wide basis. Separate fuel charges are applicable to (i) quantities transported in the Supply Area, upstream of a point on Rover's system located at the Mainline Compressor Station No. 1, in Carroll County, Ohio, and (ii) quantities transported through the Mainline Area, from the Mainline Compressor Station No. 1, to the Midwest Hub, near Defiance, Ohio. In addition, quantities transported from the Midwest Hub, north in the Market Area, as well as those quantities transported from the Midwest Hub, south through the interconnect with Panhandle Eastern Pipe Line Company, LP ("Panhandle"), will pay a separate fuel charge, including any third-party fuel associated with Account No. 858, Transmission & Compression By Others.

As shown on Page 10 of 11, for the period effective December 1, 2016 through May 31, 2017, Rover is proposing initial fuel gas percentages, exclusive of LUAF, of 0.19% applicable to Supply Area quantities received upstream of the Mainline Compressor Station No. 1, and 0.49% applicable to Mainline Area quantities received upstream of the Midwest Hub. The initial fuel gas percentages, exclusive of LUAF, for quantities transported south to Panhandle and Trunkline Gas Company, LLC ("Trunkline") from the Midwest Hub will be at Panhandle's and Trunkline's then currently effective fuel reimbursement percentages.

As shown on Page 11 of 11, effective June 1, 2017, Rover is proposing initial fuel gas percentages, exclusive of LUAF, of 0.22% applicable to Supply Area quantities received upstream of the Mainline Compressor Station No. 1, and 0.49% applicable to Mainline Area quantities received upstream of the Midwest Hub. The initial fuel gas percentages, exclusive of LUAF, for quantities transported north from the Midwest Hub will be 0.26%, while the initial fuel gas percentages, exclusive of LUAF, for quantities transported south to Panhandle and Trunkline Gas Company, LLC ("Trunkline") from the Midwest Hub will be at Panhandle's and Trunkline's then currently effective fuel reimbursement percentages.

The initial Rover system LUAF charge is 0.20%. LUAF is stated on a system-wide basis with each dekatherm transported being assessed this charge. The percentages will be in place until such time, pursuant to Section 21 of the GT&C, Rover will file revised percentages. The percentages will be adjusted in the future pursuant to the semi-annual adjustments of Rover's fuel and LAUF tracking mechanism.

**Rover Pipeline LLC**

**Exhibit P – Part I**

**Derivation of Recourse Rates**

Rover Pipeline LLC  
 Summary of Transportation Rates

Line No.	Description (a)	Early In-Service Supply Zone (b)	Supply Zone (c)	Mainline Area (d)	Market Area - North (e)	Market Area - South (f)
<b>Firm Transportation Rates (\$/Dth)</b>						
<b>Rate Schedule FTS</b>						
1	Reservation Charge	\$ 3.5129	\$ 6.9574	\$ 12.0359	\$ 10.9496	\$ 9.3691
2	Maximum Usage Charge	0.0002	0.0004	0.0007	0.0140	0.0184
3	Minimum Usage Charge	0.0002	0.0004	0.0007	0.0140	0.0184
<b>Interruptible Transportation (ITS) Rates (\$/Dth)</b>						
<b>Rate Schedule ITS</b>						
4	Maximum Usage Charge	0.1157	0.2291	0.3964	0.3740	0.3264
5	Minimum Usage Charge	0.0002	0.0004	0.0007	0.0140	0.0184
<b>Authorized Overrun Rates (\$/Dth) for Rate Schedule FTS</b>						
6	Maximum Overrun Charge	0.1155	0.2287	0.3957	0.3600	0.3080
7	Minimum Overrun Charge	-	-	-	-	-
<b>Park and Loan Service Rates (\$/Dth) /1</b>						
<b>Rate Schedule GPS</b>						
8	Maximum Usage Charge	0.1157	0.2291	0.3964	0.3740	0.3264
9	Minimum Usage Charge	0.0002	0.0004	0.0007	0.0140	0.0184

Notes:

- 1/ Rates for Rate Schedule GPS are derived from the Rate Schedule ITS.  
 The GPS rate is the equivalent of the Rate Schedule ITS 100% Load Factor rate.  
 GPS shippers are charged a usage charge multiplied by the total quantity of gas either parked or borrowed each day during the month.

Rover Pipeline LLC

Summary of Rate Design and Rate Derivation

<u>Line No.</u>	<u>Description (a)</u>	<u>Total (b)</u>	<u>Early In-Service Supply Zone (c)</u>	<u>Supply Zone (d)</u>	<u>Mainline Zone (e)</u>	<u>Market-North Zone (f)</u>	<u>Market-South Zone (g)</u>
<b><u>Rate Design and Rate Derivation</u></b>							
	Cost of Service	<u>\$ 1,008,939,834</u> 8/	<u>\$ 137,252,804</u>	<u>\$ 271,848,623</u>	<u>\$ 470,273,497</u>	<u>\$ 177,458,840</u>	<u>\$ 89,358,874</u>
1	Reservation Cost of Service		\$ 137,003,321	\$ 271,337,283	\$ 469,400,482	\$ 170,814,110	\$ 84,321,874
2	Usage Cost of Service		\$ 249,483	\$ 511,340	\$ 873,015	\$ 6,644,730	\$ 5,037,000
3	Annual Reservation Volumes		39,000,000 1/	39,000,000 1/	39,000,000 1/	15,600,000 4/	9,000,000 6/
4	Annual Usage Volumes		1,186,250,000 2/	1,186,250,000 2/	1,186,250,000 2/	474,500,000 5/	273,750,000 7/
<b><u>Firm Transportation Service</u></b>							
5	Reservation Rate (\$/Dth)		\$ 3.5129	\$ 6.9574	\$ 12.0359	\$ 10.9496	\$ 9.3691
6	Usage Rate (\$/Dth)		\$ 0.0002	\$ 0.0004	\$ 0.0007	\$ 0.0140	\$ 0.0184
7	Authorized Overrun (\$/Dth)		\$ 0.1155 3/	\$ 0.2287 3/	\$ 0.3957 3/	\$ 0.3600 3/	\$ 0.3080 3/
<b><u>Interruptible Transportation Service</u></b>							
8	Usage Rate (\$/Dth)		\$ 0.1157	\$ 0.2291	\$ 0.3964	\$ 0.3740	\$ 0.3264

Notes:

- 1/ 3,250,000 Dth/day x 12 months.
- 2/ 3,250,000 Dth/day x 365 days.
- 3/ Reservation Rate x 12 Months / 365 Days.
- 4/ 1,300,000 Dth/day x 12 months.
- 5/ 1,300,000 Dth/day x 365 days.
- 6/ 750,000 Dth/day x 12 months.
- 7/ 750,000 Dth/day x 365 days.
- 8/ Excludes Early In-Service Supply Zone Cost of Service

Rover Pipeline LLC  
 Pro Forma Cost of Service

Line No.	Description (a)	Reference (b)	Total Amount (c)
1	Operation & Maintenance Expense	Page 4	\$ 158,713,750
2	Depreciation Expense	Page 5	101,922,467
3	Other Taxes	Page 6	202,414,165
4	Return on Rate Base	Page 7	384,213,490
5	State Income Taxes	Page 9	25,245,650
6	Federal Income Taxes	Page 9	138,430,312
7	Revenue Credits 1/		<u>(2,000,000)</u>
8	Total Cost of Service		<u>\$ 1,008,939,834</u>

Note:

- 1/ Represents revenues associated with Rate Schedule ITS transportation service, Rate Schedule FTS overrun service and Rate Schedule GPS service.

## Rover Pipeline LLC

## Pro Forma Operation and Maintenance Expenses

<b>Line No.</b>	<b>Description (a)</b>	<b>Total (b)</b>
1	Operations & Maintenance Labor	\$ 5,500,000
2	Operations & Maintenance Supplies & Other	150,213,750
3	Administrative and General	2,000,000
4	Property and Casualty Insurance	<u>1,000,000</u>
5	Total Operation and Maintenance Expenses	<u><u>\$ 158,713,750</u></u>

## Rover Pipeline LLC

## Pro Forma Calculation of Depreciation Expense

<u>Line No.</u>	<u>Description (a)</u>	<u>Total Amount (b)</u>
	<b><u>Depreciation:</u></b>	
1	Depreciable Plant 1/	\$ 4,076,898,687
2	Depreciation Rate	2.50%
3	Depreciation Expense	<u>101,922,467</u>
	<b><u>Accumulated Depreciation:</u></b>	
4	Beginning Balance	<u>\$ -</u>
5	Ending Balance	<u>\$ 101,922,467</u>

Note: 1/ Depreciable Plant does not reflect non-depreciable land cost in the amount of \$5,322,804.



Rover Pipeline LLC

Pro Forma Other Taxes

<u>Line No.</u>	<u>Description (a)</u>	<u>Total (b)</u>
1	Ad Valorem Taxes	\$ 201,949,413
2	Social Security & Unemployment Taxes	<u>464,752</u>
3	Total Other Taxes	<u><u>\$ 202,414,165</u></u>

## Rover Pipeline LLC

## Pro Forma Rate Base and Return Allowance Calculation

<b>Line No.</b>	<b>Description (a)</b>	<b>Total (b)</b>
1	Gross Plant	\$ 4,082,221,491
2	Accumulated Depreciation	101,922,467
3	Net Plant in Service	<u>3,980,299,024</u>
4	Deferred Taxes	39,647,840
5	Total Rate Base	<u>\$ 3,940,651,184</u>
6	Return on Rate Base (Return Allowance)	<u><u>\$ 384,213,490</u></u>

**Capital Structure and Rate of Return**

7	Capitalization - Debt Percentage	50.00%
8	Capitalization - Equity Percentage	50.00%
9	Cost of Debt	6.50%
10	Cost of Equity	13.00%
11	Return - Debt	3.250%
12	Return - Equity	<u>6.500%</u>
13	Return - Total	<u>9.750%</u>

## Rover Pipeline LLC

## Pro Forma Deferred Income Taxes

<u>Line No.</u>	<u>Description (a)</u>	<u>Total (b)</u>
1	Tax Depreciation	\$ 203,844,934 1/
2	Less: Book Depreciation	101,922,467
3	Tax/Book Depreciation Difference	<u>101,922,467</u>
4	Tax Rate	<u>38.90% 2/</u>
5	Deferred Taxes	<u><u>\$ 39,647,840</u></u>

## Notes:

1/ Based on a 5% MACRS tax depreciation rate.

2/ Federal Income Tax Rate of 35% and Composite State  
Income Tax Rate of 6.00%  
Effective Income Tax Rate = 35% x (100% - 6.00%) + 6.00%

## Rover Pipeline LLC

## Pro Forma Income Tax Allowance

<b>Line No.</b>	<b>Description (a)</b>	<b>Total (b)</b>
1	Return on Rate Base	\$ 384,213,490
2	Add: Equity AFUDC Amortization	\$ 5,543,573
3	Less: Interest Expense	132,672,198
4	Tax Base - Federal	<u>257,084,864.54</u>
5	Federal Income Taxes @ 35%	138,430,312 1/
6	Tax Base - State	<u>395,515,177</u>
7	State Income Taxes	<u>25,245,650 2/</u>
8	Total Income Taxes	<u><u>\$ 163,675,962</u></u>

## Notes:

1/ Line 4 x 35% / (100% - 35%).

2/ Line 6 x 6.00% / (100% - 6.00%).

Calculation based on a Composite State Income Tax Rate.

ROVER PIPELINE LLC

Computation of Projected Compressor Fuel Use Component  
 Pursuant to Section 21 of the General Terms and Conditions  
 of Rover's *Pro Forma* FERC NGA Gas Tariff, Original Volume No. 1  
 Effective December 1, 2016

Line No.	Description	Estimated Fuel - MMscf/d (a)	Estimated Flow - MMscf/d (b)	Fuel Use Component Percentage (c)
<u>Supply Area</u>				
1	Sherwood	-	-	
2	Seneca	2.19	1,000.00	
3	Clarrington	1.36	800.00	
4	Majorsville	-	-	
5	Cadiz	2.39	1,250.00	
6	Burgettstown	-	-	
7	Total Supply Area	<u>5.94</u>	<u>3,050.00</u>	<u>0.19 %</u>
<u>Mainline</u>				
8	Mainline Compressor Station No. 1	5.73	3,250.00	
9	Mainline Compressor Station No. 2	5.39	3,250.00	
10	Mainline Compressor Station No. 3	<u>4.90</u>	<u>3,250.00</u>	
11	Total Mainline	<u>16.02</u>	<u>3,250.00</u>	<u>0.49 %</u>
<u>Market - North</u>				
12	Defiance Compressor Station	-	-	
13	Total Market - North	<u>-</u>	<u>-</u>	<u>- %</u>
14	Estimated LUAF Component			<u>0.20 %</u>

Note: Fuel consumption data obtained from CAT technical data sheets using 0.5 Nox engines at site rated conditions.

ROVER PIPELINE LLC

Computation of Projected Compressor Fuel Use Component  
 Pursuant to Section 21 of the General Terms and Conditions  
 of Rover's *Pro Forma* FERC NGA Gas Tariff, Original Volume No. 1  
 Effective June 1, 2017

Line No.	Description	Estimated Fuel - MMscf/d (a)	Estimated Flow - MMscf/d (b)	Fuel Use Component Percentage (c)
<u>Supply Area</u>				
1	Sherwood	1.96	800.00	
2	Seneca	2.19	1,000.00	
3	Clarington	1.36	800.00	
4	Majorsville	1.17	300.00	
5	Cadiz	2.39	1,250.00	
6	Burgettstown	0.92	400.00	
7	Total Supply Area	<u>9.99</u>	<u>4,550.00</u>	<u>0.22 %</u>
<u>Mainline</u>				
8	Mainline Compressor Station No. 1	5.73	3,250.00	
9	Mainline Compressor Station No. 2	5.39	3,250.00	
10	Mainline Compressor Station No. 3	4.90	3,250.00	
11	Total Mainline	<u>16.02</u>	<u>3,250.00</u>	<u>0.49 %</u>
<u>Market - North</u>				
12	Defiance Compressor Station	3.43	1,300.00	
13	Total Market - North	<u>3.43</u>	<u>1,300.00</u>	<u>0.26 %</u>
14	Estimated LUAF Component			<u>0.20 %</u>

Note: Fuel consumption data obtained from CAT technical data sheets using 0.5 Nox engines at site rated conditions.

**Rover Pipeline LLC**

**Exhibit P – Part II**

**Proposed FERC NGA Gas Tariff**

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE FTS  
 FIRM TRANSPORTATION SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt -----	Minimum Rate Per Dt -----	Fuel Reimbursement -----
Supply Zone to Market Zone South			
Reservation Rate	\$24.9179	-	-
Usage Rate (1)	0.0193	\$ 0.0193	0.88% (3)
Overrun Rate (2)	0.8192	-	-
Supply Zone to Mainline Zone			
Reservation Rate	\$15.5488	-	-
Usage Rate (1)	0.0009	\$ 0.0009	0.88% (3)
Overrun Rate (2)	0.5112	-	-
Supply Zone only			
Reservation Rate	\$ 3.5129	-	-
Usage Rate (1)	0.0002	\$ 0.0002	0.39% (3)
Overrun Rate (2)	0.1155	-	-
Mainline Zone to Market Zone South			
Reservation Rate	\$21.4050	-	-
Usage Rate (1)	0.0191	\$ 0.0191	0.49% (3)
Overrun Rate (2)	0.7037	-	-
Mainline Zone only			
Reservation Rate	\$12.0359	-	-
Usage Rate (1)	0.0007	\$ 0.0007	0.49% (3)
Overrun Rate (2)	0.3957	-	-
Market Zone South only			
Reservation Rate	\$ 9.3691	-	-
Usage Rate (1)	0.0184	\$ 0.0184	0.00% (3)
Overrun Rate (2)	0.3080	-	-

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 20
- (2) Maximum firm volumetric rate applicable for capacity release with a term of more than one year
- (3) Excludes fuel charges by Transporting Pipelines, if any, that are applicable to Shipper in accordance with Section 3.5 of Rate Schedule FTS. Fuel reimbursement for backhauls is 0.20%.



CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE FTS  
 FIRM TRANSPORTATION SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt -----	Minimum Rate Per Dt -----	Fuel Reimbursement -----
Supply Zone to Market Zone North			
Reservation Rate	\$29.9429	-	-
Usage Rate (1)	0.0151	\$ 0.0151	1.17% (4)
Overrun Rate (2)	0.9844	-	-
Supply Zone to Market Zone South			
Reservation Rate	\$28.3624	-	-
Usage Rate (1)	0.0195	\$ 0.0195	0.91% (4)
Overrun Rate (2)	0.9325	-	-
Supply Zone to Mainline Zone			
Reservation Rate	\$18.9933	-	-
Usage Rate (1)	0.0011	\$ 0.0011	0.91% (4)
Overrun Rate (2)	0.6244	-	-
Supply Zone only			
Reservation Rate	\$ 6.9574	-	-
Usage Rate (1)	0.0004	\$ 0.0004	0.42% (4)
Overrun Rate (2)	0.2287	-	-
Mainline Zone to Market Zone North			
Reservation Rate	\$22.9855	-	-
Usage Rate (1)	0.0147	\$ 0.0147	0.75% (4)
Overrun Rate (2)	0.7557	-	-
Mainline Zone to Market Zone South			
Reservation Rate	\$21.4050	-	-
Usage Rate (1)	0.0191	\$ 0.0191	0.49% (4)
Overrun Rate (2)	0.7037	-	-
Mainline Zone only			
Reservation Rate	\$12.0359	-	-
Usage Rate (1)	0.0007	\$ 0.0007	0.49% (4)
Overrun Rate (2)	0.3957	-	-
Market Zone North to Market Zone South			
Reservation Rate (3)	\$20.3187	-	-
Usage Rate (1)	0.0324	\$ 0.0324	0.26% (4)
Overrun Rate (2)	0.6680	-	-
Market Zone North only			
Reservation Rate	\$10.9496	-	-
Usage Rate (1)	0.0140	\$ 0.0140	0.26% (4)
Overrun Rate (2)	0.3600	-	-
Market Zone South only			
Reservation Rate	\$ 9.3691	-	-
Usage Rate (1)	0.0184	\$ 0.0184	0.00% (4)
Overrun Rate (2)	0.3080	-	-

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 20
- (2) Maximum firm volumetric rate applicable for capacity release with a term of more than one year
- (3) Excludes additional charges for backhaul transportation by Transporting Pipelines, if any, applicable to Shippers.
- (4) Excludes fuel charges by Transporting Pipelines, if any, that are applicable to Shipper in accordance with Section 3.5 of Rate Schedule FTS. Fuel reimbursement for backhauls is 0.20%.

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE ITS  
 INTERRUPTIBLE TRANSPORTATION SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt -----	Minimum Rate Per Dt -----	Fuel Reimbursement -----
Supply Zone to Market Zone South Usage Rate (1)	\$ 0.8385	\$ 0.0193	0.88% (2)
Supply Zone to Mainline Zone Usage Rate (1)	\$ 0.5121	\$ 0.0009	0.88% (2)
Supply Zone only Usage Rate (1)	\$ 0.1157	\$ 0.0002	0.39% (2)
Mainline Zone to Market Zone South Usage Rate (1)	\$ 0.7228	\$ 0.0191	0.49% (2)
Mainline Zone only Usage Rate (1)	\$ 0.3964	\$ 0.0007	0.49% (2)
Market Zone South only Usage Rate (1)	\$ 0.3264	\$ 0.0184	0.00% (2)

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 20
- (2) Excludes fuel charges by Transporting Pipelines, if any, that are applicable to Shipper in accordance with Section 3.4 of Rate Schedule ITS. Fuel reimbursement for backhauls is 0.20%

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE ITS  
 INTERRUPTIBLE TRANSPORTATION SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt -----	Minimum Rate Per Dt -----	Fuel Reimbursement -----
Supply Zone to Market Zone North Usage Rate (1)	\$ 0.9995	\$ 0.0151	1.17% (3)
Supply Zone to Market Zone South Usage Rate (1)	\$ 0.9519	\$ 0.0195	0.91% (3)
Supply Zone to Mainline Zone Usage Rate (1)	\$ 0.6255	\$ 0.0011	0.91% (3)
Supply Zone only Usage Rate (1)	\$ 0.2291	\$ 0.0004	0.42% (3)
Mainline Zone to Market Zone North Usage Rate (1)	\$ 0.7704	\$ 0.0147	0.75% (3)
Mainline Zone to Market Zone South Usage Rate (1)	\$ 0.7228	\$ 0.0191	0.49% (3)
Mainline Zone only Usage Rate (1)	\$ 0.3964	\$ 0.0007	0.49% (3)
Market Zone North to Market Zone South Usage Rate (1) (2)	\$ 0.7004	\$ 0.0324	0.26% (3)
Market Zone North only Usage Rate (1)	\$ 0.3740	\$ 0.0140	0.26% (3)
Market Zone South only Usage Rate (1)	\$ 0.3264	\$ 0.0184	0.00% (3)

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 20
- (2) Excludes additional charges for backhaul transportation by Transporting Pipelines, if any, applicable to Shippers.
- (3) Excludes fuel charges by Transporting Pipelines, if any, that are applicable to Shipper in accordance with Section 3.4 of Rate Schedule ITS. Fuel reimbursement for backhauls is 0.20%.

CURRENTLY EFFECTIVE RATES  
RATE SCHEDULE GPS  
GAS PARKING SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt ----- (1)	Minimum Rate Per Dt ----- (2)
<u>Effective December 1, 2016 through May 31, 2017</u>		
Daily Parking Rate	\$ 0.5121	\$ 0.0009
<u>Effective June 1, 2017</u>		
Daily Parking Rate	\$ 0.6255	\$ 0.0011

RATE SCHEDULE FTS  
FIRM TRANSPORTATION SERVICE

1. AVAILABILITY

This Rate Schedule FTS is available to any party (hereinafter called Shipper) which has requested firm Transportation service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Rover, has executed a Service Agreement with Rover for service under this Rate Schedule FTS. Such Service Agreement shall be in the form contained in Rover's Tariff, Original Volume No. 1, of which this Rate Schedule FTS is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The firm service provided hereunder is the Transportation of Natural Gas on a uniform hourly basis up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Shipper's MDQ shall be a uniform Quantity throughout the term of the Service Agreement, except that Rover may, but shall not be obligated to, agree on a not unduly discriminatory basis to certain differing levels in Shipper's MDQ for specified periods during the term of the Service Agreement. The effective period of each MDQ level shall be specified in the executed Service Agreement. Rover is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities. Transporter may, on a not unduly discriminatory basis, agree to a minimum delivery pressure.

2.1 Points of Receipt

Shipper may designate in the Service Agreement multiple primary Points of Receipt, each of which will have a Maximum Daily Receipt Obligation (MDRO). Shipper's MDQ shall equal the sum of the MDROs at Shipper's primary Points of Receipt unless otherwise agreed to by Shipper and Rover. Points of Receipt on Rover's Master Receipt Point List (MRPL) are available as secondary Points of Receipt if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein.

2.2 Points of Delivery

Shipper may designate in the Service Agreement multiple primary physical Points of Delivery or a Pool Point, each of which will have a Maximum Daily Delivery Obligation (MDDO). Shipper's MDQ shall equal the sum of the MDDOs at Shipper's primary Points of Delivery unless otherwise agreed to by Shipper and Rover. Points of Delivery on Rover's Master Delivery Point List (MDPL) are also available as secondary Points of

Delivery if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein.

Secondary Points of Delivery on off-system capacity are not available unless otherwise agreed to by Shipper and Rover.

2.3 Service provided at the primary and secondary Points of Receipt and primary and secondary Points of Delivery shall be provided on a firm basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Tolerance Level

The Tolerance Level under this Rate Schedule FTS shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

### 3. RATE

The rates and charges for firm service under this Rate Schedule FTS shall be as follows:

#### 3.1 Reservation Charge

The monthly Reservation Charge shall be the product of the MDQ and the applicable reservation rate as set forth on the Currently Effective Rates for Rate Schedule FTS for service related to the primary Points of Receipt and the primary Points of Delivery set forth in Shipper's currently effective applicable FTS Service Agreement.

The Reservation Charge shall be prorated for the first and last contract Months to adjust for the number of days during those Months for which service was contracted. In the event commencement of services contracted for is contingent upon the repair, upgrade, construction of facilities, financial considerations or third party contingencies, Rover may waive any or all Reservation Charges until a mutually agreed upon date following the resolution of the applicable contingency.

#### 3.2 Usage Charge

(A) The monthly Usage Charge shall be the product of the actual Quantity of Gas delivered during the Month and the applicable usage rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FTS for service related to the primary Points of Receipt and the primary Points of Delivery set forth in Shipper's currently effective applicable FTS Service Agreement.

- (B) Deliveries by a Shipper to a Pool Point shall not be assessed the Usage Charge and Fuel Reimbursement to the extent that the Corresponding Transportation Agreement under which the gas will be transported from the Pooling Point is assessed the applicable Usage Charge and Fuel Reimbursement.

### 3.3 Surcharges

Shipper shall pay all applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule FTS or which otherwise may be applicable to service under this Rate Schedule FTS from time to time.

### 3.4 Range of Rates

Unless otherwise agreed to by Shipper and Rover, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FTS, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified. Rover shall be responsible for compliance with any reporting requirements prescribed by the Commission. Rover shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

### 3.5 Fuel Reimbursement

Shipper shall reimburse Rover in kind for fuel usage and lost or unaccounted for Gas. The monthly Fuel Reimbursement shall be the sum of fuel charges by Transporting Pipelines, if applicable, plus the applicable Fuel Reimbursement percentage as set forth on the Currently Effective Rates for Rate Schedule FTS.

### 3.6 Overrun Charge

If during the Month, Shipper takes Quantities in excess of the MDQ as stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the applicable overrun rates as set forth on the Currently Effective Rates for Rate Schedule FTS for service related to the primary Points of Receipt and the primary Points of Delivery set forth in Shipper's currently effective applicable FTS Service Agreement.

In addition, Shipper may be subject to the unauthorized overrun penalty as set forth in Section 5.3 of the General Terms and Conditions.

### 3.7 Transportation Balancing and Other Charges

If balancing or other charges are incurred in accordance with the General Terms and Conditions, including Sections 4.4, 5.1, 5.2, 5.3, 6.3 or 12.2 thereof, then such charges shall also be applicable.

### 3.8 Negotiated Rates

Shipper and Rover may agree, on a prospective basis, to a Negotiated Rate with respect to the charges identified in Sections 3.1, 3.2 and 3.5 herein which may be less than, equal to or greater than the Maximum Rate; shall not be less than the Minimum Rate; may be based on a rate design other than straight fixed variable; and may include a minimum quantity. Such Negotiated Rate shall be set forth on Exhibit C of the executed Service Agreement and on the Currently Effective Rates for Negotiated Rates. The Maximum Rate shall be available to any Shipper that does not choose a Negotiated Rate.

Shippers paying a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of scheduling, curtailment and interruption, calculating the economic value of a request for unsubscribed firm capacity, and matching competing bids for the right of first refusal. Replacement Shippers are not eligible for Negotiated Rates. Replacement Shippers may bid or pay a rate greater than Maximum Rate if the release of capacity is for a period of one year or less and the release is to take effect on or before one year from the date on which Rover is notified of the release.

In the event that capacity subject to a Negotiated Rate which is based on a rate design other than straight fixed variable is released, Shipper and Rover may agree on billing adjustments to the Releasing Shipper that may vary from or are in addition to those set forth in Section 9.9 of the General Terms and Conditions in order to establish the basis of accounting for revenues from a Replacement Shipper as a means of preserving the economic basis of the Negotiated Rate. Such payment obligation and crediting mechanism for capacity release shall be set forth on Exhibit C of the executed Replacement Service Agreement. Nothing in this Section 3.10 shall authorize Rover or Shipper to negotiate terms and conditions of service.

- 3.9 Rover shall perform backhauls hereunder to the extent firm capacity is available. Backhauls shall be subject to the Maximum and Minimum Rates under this Rate Schedule FTS. Shipper shall reimburse Rover the fuel reimbursement percentage as set forth on the Currently Effective Rates for Rate Schedule FTS.



4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Rover's Tariff are hereby incorporated by reference in this Rate Schedule FTS.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule FTS, the provisions of this Rate Schedule FTS shall govern.

5. RESERVATIONS

Rover reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule FTS and the other provisions of Rover's Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE ITS  
INTERRUPTIBLE TRANSPORTATION SERVICE

1. AVAILABILITY

This Rate Schedule ITS is available to any party (hereinafter called Shipper) which has requested interruptible Transportation Service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Rover, has executed a Service Agreement with Rover for service under this Rate Schedule ITS. Such Service Agreement shall be in the form contained in Rover's Tariff, Original Volume No. 1, of which this Rate Schedule ITS is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The interruptible service provided hereunder is the Transportation of Natural Gas on a uniform hourly basis up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Rover is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Points of Receipt

Shipper may designate in the Service Agreement specific Points of Receipt or all Points of Receipt on Rover's Master Receipt Point List (MRPL).

2.2 Points of Delivery

Shipper may designate in the Service Agreement specific physical Points of Delivery, a Pool Point, or all Points of Delivery on Rover's Master Delivery Point List (MDPL).

2.3 Service provided at the Points of Receipt and Points of Delivery shall be provided on an interruptible basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Tolerance Level

The Tolerance Level under this Rate Schedule IT shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

### 3. RATE

The rates and charges for interruptible service under this Rate Schedule IT shall be as follows:

#### 3.1 Usage Charge

- (A) The monthly Usage Charge shall be the product of the actual Quantity of Gas delivered during the Month and the applicable usage rate per Dt as set forth on the Currently Effective Rates for Rate Schedule ITS for service related to the applicable Points of Receipt and the applicable Points of Delivery.
- (B) Deliveries by a Shipper to a Pool Point shall not be assessed the Usage Charge and Fuel Reimbursement to the extent that the Corresponding Transportation Agreement under which the gas will be transported from the Pooling Point is assessed the applicable Usage Charge and Fuel Reimbursement.

#### 3.2 Surcharges

Shipper shall pay all applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule ITS or which otherwise may be applicable to service under this Rate Schedule ITS from time to time.

#### 3.3 Range of Rates

Unless otherwise agreed to by Shipper and Rover, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule ITS, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified. Rover shall be responsible for compliance with any reporting requirements prescribed by the Commission. Rover shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

#### 3.4 Fuel Reimbursement

Shipper shall reimburse Rover in kind for fuel usage and lost or unaccounted for Gas. The monthly Fuel Reimbursement shall be the sum of fuel charges by Transporting Pipelines, if applicable, plus the applicable Fuel Reimbursement percentage as set forth on the Currently Effective Rates for Rate Schedule ITS.

3.5 Transportation Balancing and Other Charges

If balancing charges, overrun penalties or other charges are incurred in accordance with the General Terms and Conditions, including Sections 4.4, 5.1, 5.2, 5.3, 6.3 or 12.2 thereof, then such charges shall also be applicable.

3.6 Rover shall perform backhauls hereunder to the extent capacity is available. Backhauls shall be subject to the Maximum and Minimum Rates under this Rate Schedule ITS. Shipper shall reimburse Rover the fuel reimbursement percentage as set forth on the Currently Effective Rates for Rate Schedule ITS.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Rover's Tariff are hereby incorporated by reference in this Rate Schedule ITS. In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule ITS, the provisions of this Rate Schedule ITS shall govern.

5. RESERVATIONS

Rover reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule ITS and the other provisions of Rover's Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE FTS  
 FIRM TRANSPORTATION SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt ----- (1)	Minimum Rate Per Dt ----- (2)	Fuel Reimbursement ----- (3)
<u>Effective December 1, 2016 through May 31, 2017</u>			
<u>Supply Zone only</u>			
Reservation Rate	\$ 3.5129	-	-
Usage Rate (1)	0.0002	\$ 0.0002	0.39% (3)
Overrun Rate (2)	0.1155	-	-
<u>Supply Zone to Mainline Zone</u>			
Reservation Rate	\$15.5488	-	-
Usage Rate (1)	0.0009	\$ 0.0009	0.88% (3)
Overrun Rate (2)	0.5112	-	-
<u>Supply Zone to Market Zone South</u>			
Reservation Rate	\$24.9179	-	-
Usage Rate (1)	0.0193	\$ 0.0193	0.88% (3)
Overrun Rate (2)	0.8192	-	-
<u>Effective June 1, 2017</u>			
<u>Supply Zone only</u>			
Reservation Rate	\$ 6.9574	-	-
Usage Rate (1)	0.0004	\$ 0.0004	0.42% (3)
Overrun Rate (2)	0.2287	-	-
<u>Supply Zone to Mainline Zone</u>			
Reservation Rate	\$18.9933	-	-
Usage Rate (1)	0.0011	\$ 0.0011	0.91% (3)
Overrun Rate (2)	0.6244	-	-
<u>Supply Zone to Market Zone North</u>			
Reservation Rate	\$29.9429	-	-
Usage Rate (1)	0.0021	\$ 0.0021	1.17% (3)
Overrun Rate (2)	0.9844	-	-
<u>Supply Zone to Market Zone South</u>			
Reservation Rate	\$28.3624	-	-
Usage Rate (1)	0.0195	\$ 0.0195	0.91% (3)
Overrun Rate (2)	0.9325	-	-
<u>Supply Zone to Market Zone South</u>			
Reservation Rate	\$24.9179	-	-
Usage Rate (1)	0.0193	\$ 0.0193	0.88% (3)
Overrun Rate (2)	0.8192	-	-
<u>Supply Zone to Mainline Zone</u>			
Reservation Rate	\$15.5488	-	-
Usage Rate (1)	0.0009	\$ 0.0009	0.88% (3)
Overrun Rate (2)	0.5112	-	-
<u>Supply Zone only</u>			

<u>Reservation Rate</u>	\$ 3.5129	-	-
<u>Usage Rate (1)</u>	0.0002	\$ 0.0002	0.39% (3)
<u>Overrun Rate (2)</u>	0.1155	-	-
<u>Mainline Zone to Market Zone South</u>			
<u>Reservation Rate</u>	\$21.4050	-	-
<u>Usage Rate (1)</u>	0.0191	\$ 0.0191	0.49% (3)
<u>Overrun Rate (2)</u>	0.7037	-	-
<u>Mainline Zone only</u>			
<u>Reservation Rate</u>	\$12.0359	-	-
<u>Usage Rate (1)</u>	0.0007	\$ 0.0007	0.49% (3)
<u>Overrun Rate (2)</u>	0.3957	-	-
<u>Market Zone South only</u>			
<u>Reservation Rate</u>	\$ 9.3691	-	-
<u>Usage Rate (1)</u>	0.0184	\$ 0.0184	0.00% (3)
<u>Overrun Rate (2)</u>	0.3080	-	-

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 20  
 (2) Maximum firm volumetric rate applicable for capacity release with a term of more than one year  
 (3) Excludes fuel charges by Transporting Pipelines, if any, that are applicable to Shipper in accordance with Section 3.5 of Rate Schedule FTS. Fuel reimbursement for backhauls is 0.20%.

CURRENTLY EFFECTIVE RATES  
RATE SCHEDULE FTS  
FIRM TRANSPORTATION SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	<u>Maximum</u> <u>Rate</u>	<u>Minimum</u> <u>Rate</u>	<u>Fuel</u> <u>Reimbursement</u>
	<u>Per Dt</u>	<u>Per Dt</u>	
	-----	-----	-----
<u>Supply Zone to Market Zone North</u>			
Reservation Rate	\$29.9429	-	-
Usage Rate (1)	0.0151	\$ 0.0151	1.17% (4)
Overrun Rate (2)	0.9844	-	-
<u>Supply Zone to Market Zone South</u>			
Reservation Rate	\$28.3624	-	-
Usage Rate (1)	0.0195	\$ 0.0195	0.91% (4)
Overrun Rate (2)	0.9325	-	-
<u>Supply Zone to Mainline Zone</u>			
Reservation Rate	\$18.9933	-	-
Usage Rate (1)	0.0011	\$ 0.0011	0.91% (4)
Overrun Rate (2)	0.6244	-	-
<u>Supply Zone only</u>			
Reservation Rate	\$ 6.9574	-	-
Usage Rate (1)	0.0004	\$ 0.0004	0.42% (4)
Overrun Rate (2)	0.2287	-	-
<u>Mainline Zone to Market Zone North</u>			
Reservation Rate	\$22.9855	-	-
Usage Rate (1)	0.0147	\$ 0.0147	0.75% (4)
Overrun Rate (2)	0.7557	-	-
<u>Mainline Zone to Market Zone South</u>			
Reservation Rate	\$21.4050	-	-
Usage Rate (1)	0.0191	\$ 0.0191	0.49% (4)
Overrun Rate (2)	0.7037	-	-
<u>Mainline Zone only</u>			
Reservation Rate	\$12.0359	-	-
Usage Rate (1)	0.0007	\$ 0.0007	0.49% (4)
Overrun Rate (2)	0.3957	-	-
<u>Market Zone North to Market Zone South</u>			
Reservation Rate (3)	\$20.3187	-	-
Usage Rate (1)	0.0324	\$ 0.0324	0.26% (4)
Overrun Rate (2)	0.6680	-	-
<u>Market Zone North only</u>			
Reservation Rate	\$10.9496	-	-
Usage Rate (1)	0.0140	\$ 0.0140	0.26% (4)
Overrun Rate (2)	0.3600	-	-
<u>Market Zone South only</u>			
Reservation Rate	\$ 9.3691	-	-
Usage Rate (1)	0.0184	\$ 0.0184	0.00% (4)
Overrun Rate (2)	0.3080	-	-

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 20  
 (2) Maximum firm volumetric rate applicable for capacity release with a term of more than one year  
 (3) Excludes additional charges for backhaul transportation by Transporting Pipelines, if any, applicable to Shippers.  
 (4) Excludes fuel charges by Transporting Pipelines, if any, that are applicable to Shipper in accordance with Section 3.5 of Rate Schedule FTS. Fuel reimbursement for backhauls is 0.20%.

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE ITS  
 INTERRUPTIBLE TRANSPORTATION SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt ----- (1)	Minimum Rate Per Dt ----- (2)	Fuel Reimbursement ----- (3)
<u>Effective December 1, 2016 through May 31, 2017</u>			
<del>Supply Zone only</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.1157</del>	<del>\$ 0.0002</del>	<del>0.39% (2)</del>
<del>Supply Zone to Mainline Zone</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.5121</del>	<del>\$ 0.0009</del>	<del>0.88% (2)</del>
<del>Supply Zone to Market Zone South</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.8385</del>	<del>\$ 0.0193</del>	<del>0.88% (2)</del>
<u>Effective June 1, 2017</u>			
<del>Supply Zone only 4</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.2291</del>	<del>\$ 0.0004</del>	<del>0.42% (2)</del>
<del>Supply Zone to Mainline Zone</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.6255</del>	<del>\$ 0.0011</del>	<del>0.91% (2)</del>
<del>Supply Zone to Market Zone North</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.9865</del>	<del>\$ 0.0021</del>	<del>1.17% (2)</del>
<del>Supply Zone to Market Zone South</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.9520</del>	<del>\$ 0.0195</del>	<del>0.91% (2)</del>
<del>Supply Zone to Market Zone South</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.8385</del>	<del>\$ 0.0193</del>	<del>0.88% (2)</del>
<del>Supply Zone to Mainline Zone</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.5121</del>	<del>\$ 0.0009</del>	<del>0.88% (2)</del>
<del>Supply Zone only</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.1157</del>	<del>\$ 0.0002</del>	<del>0.39% (2)</del>
<del>Mainline Zone to Market Zone South</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.7228</del>	<del>\$ 0.0191</del>	<del>0.49% (2)</del>
<del>Mainline Zone only</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.3964</del>	<del>\$ 0.0007</del>	<del>0.49% (2)</del>
<del>Market Zone South only</del>			
<del>Usage Rate (1)</del>	<del>\$ 0.3264</del>	<del>\$ 0.0184</del>	<del>0.00% (2)</del>

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 20



- (2) Excludes fuel charges by Transporting Pipelines, if any, that are applicable to Shipper in accordance with Section 3.4 of Rate Schedule ITS. Fuel reimbursement for backhauls is 0.20%

CURRENTLY EFFECTIVE RATES  
RATE SCHEDULE ITS  
INTERRUPTIBLE TRANSPORTATION SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	<u>Maximum</u> <u>Rate</u> <u>Per Dt</u> <u>-----</u>	<u>Minimum</u> <u>Rate</u> <u>Per Dt</u> <u>-----</u>	<u>Fuel</u> <u>Reimbursement</u> <u>-----</u>
<u>Supply Zone to Market Zone North</u>			
Usage Rate (1)	\$ 0.9995	\$ 0.0151	1.17% (3)
<u>Supply Zone to Market Zone South</u>			
Usage Rate (1)	\$ 0.9519	\$ 0.0195	0.91% (3)
<u>Supply Zone to Mainline Zone</u>			
Usage Rate (1)	\$ 0.6255	\$ 0.0011	0.91% (3)
<u>Supply Zone only</u>			
Usage Rate (1)	\$ 0.2291	\$ 0.0004	0.42% (3)
<u>Mainline Zone to Market Zone North</u>			
Usage Rate (1)	\$ 0.7704	\$ 0.0147	0.75% (3)
<u>Mainline Zone to Market Zone South</u>			
Usage Rate (1)	\$ 0.7228	\$ 0.0191	0.49% (3)
<u>Mainline Zone only</u>			
Usage Rate (1)	\$ 0.3964	\$ 0.0007	0.49% (3)
<u>Market Zone North to Market Zone South</u>			
Usage Rate (1) (2)	\$ 0.7004	\$ 0.0324	0.26% (3)
<u>Market Zone North only</u>			
Usage Rate (1)	\$ 0.3740	\$ 0.0140	0.26% (3)
<u>Market Zone South only</u>			
Usage Rate (1)	\$ 0.3264	\$ 0.0184	0.00% (3)

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 20  
 (2) Excludes additional charges for backhaul transportation by Transporting Pipelines, if any, applicable to Shippers.  
 (3) Excludes fuel charges by Transporting Pipelines, if any, that are applicable to Shipper in accordance with Section 3.4 of Rate Schedule ITS. Fuel reimbursement for backhauls is 0.20%.

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE GPS  
 GAS PARKING SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt ----- (1)	Minimum Rate Per Dt ----- (2)
<u>Effective December 1, 2016 through May 31, 2017</u>		
Daily Parking Rate	\$ 0.5121	\$ 0.0009
<u>Effective June 1, 2017</u>		
Daily Parking Rate	\$ 0.6255	\$ 0.0011

RATE SCHEDULE FTS  
FIRM TRANSPORTATION SERVICE

1. AVAILABILITY

This Rate Schedule FTS is available to any party (hereinafter called Shipper) which has requested firm Transportation service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Rover, has executed a Service Agreement with Rover for service under this Rate Schedule FTS. Such Service Agreement shall be in the form contained in Rover's Tariff, Original Volume No. 1, of which this Rate Schedule FTS is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The firm service provided hereunder is the Transportation of Natural Gas on a uniform hourly basis up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Shipper's MDQ shall be a uniform Quantity throughout the term of the Service Agreement, except that Rover may, but shall not be obligated to, agree on a not unduly discriminatory basis to certain differing levels in Shipper's MDQ for specified periods during the term of the Service Agreement. The effective period of each MDQ level shall be specified in the executed Service Agreement. Rover is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities. Transporter may, on a not unduly discriminatory basis, agree to a minimum delivery pressure.

2.1 Points of Receipt

Shipper may designate in the Service Agreement multiple primary Points of Receipt, each of which will have a Maximum Daily Receipt Obligation (MDRO). Shipper's MDQ shall equal the sum of the MDROs at Shipper's primary Points of Receipt unless otherwise agreed to by Shipper and Rover. Points of Receipt on Rover's Master Receipt Point List (MRPL) are available as secondary Points of Receipt if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein.

2.2 Points of Delivery

Shipper may designate in the Service Agreement multiple primary physical Points of Delivery or a Pool Point, each of which will have a Maximum Daily Delivery Obligation (MDDO). Shipper's MDQ shall equal the sum of the MDDOs at Shipper's primary Points of Delivery unless otherwise agreed to by Shipper and Rover. Points of Delivery on Rover's Master Delivery Point List (MDPL) are also available as secondary Points of

Delivery if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein.

Secondary Points of Delivery on off-system capacity are not available unless otherwise agreed to by Shipper and Rover.

2.3 Service provided at the primary and secondary Points of Receipt and primary and secondary Points of Delivery shall be provided on a firm basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Tolerance Level

The Tolerance Level under this Rate Schedule FTS shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

### 3. RATE

The rates and charges for firm service under this Rate Schedule FTS shall be as follows:

#### 3.1 Reservation Charge

The monthly Reservation Charge shall be the product of the MDQ and the applicable reservation rate as set forth on the Currently Effective Rates for Rate Schedule FTS for service related to the primary Points of Receipt and the primary Points of Delivery set forth in Shipper's currently effective applicable FTS Service Agreement.

The Reservation Charge shall be prorated for the first and last contract Months to adjust for the number of days during those Months for which service was contracted. In the event commencement of services contracted for is contingent upon the repair, upgrade, construction of facilities, financial considerations or third party contingencies, Rover may waive any or all Reservation Charges until a mutually agreed upon date following the resolution of the applicable contingency.

#### 3.2 Usage Charge

(A) The monthly Usage Charge shall be the product of the actual Quantity of Gas delivered during the Month and the applicable usage rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FTS for service related to the primary Points of Receipt and the primary Points of Delivery set forth in Shipper's currently effective applicable FTS Service Agreement.

- (B) Deliveries by a Shipper to a Pool Point shall not be assessed the Usage Charge and Fuel Reimbursement to the extent that the Corresponding Transportation Agreement under which the gas will be transported from the Pooling Point is assessed the applicable Usage Charge and Fuel Reimbursement.

### 3.3 Surcharges

Shipper shall pay all applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule FTS or which otherwise may be applicable to service under this Rate Schedule FTS from time to time.

### 3.4 Range of Rates

Unless otherwise agreed to by Shipper and Rover, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FTS, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified. Rover shall be responsible for compliance with any reporting requirements prescribed by the Commission. Rover shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

### 3.5 Fuel Reimbursement

Shipper shall reimburse Rover in kind for fuel usage and lost or unaccounted for Gas. The monthly Fuel Reimbursement shall be the sum of fuel charges by Transporting Pipelines, if applicable, plus the applicable Fuel Reimbursement percentage as set forth on the Currently Effective Rates for Rate Schedule FTS.

### 3.6 Overrun Charge

If during the Month, Shipper takes Quantities in excess of the MDQ as stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the applicable overrun rates as set forth on the Currently Effective Rates for Rate Schedule FTS for service related to the primary Points of Receipt and the primary Points of Delivery set forth in Shipper's currently effective applicable FTS Service Agreement.

In addition, Shipper may be subject to the unauthorized overrun penalty as set forth in Section 5.3 of the General Terms and Conditions.

### 3.7 Transportation Balancing and Other Charges

If balancing or other charges are incurred in accordance with the General Terms and Conditions, including Sections 4.4, 5.1, 5.2, 5.3, 6.3 or 12.2 thereof, then such charges shall also be applicable.

### 3.8 Negotiated Rates

Shipper and Rover may agree, on a prospective basis, to a Negotiated Rate with respect to the charges identified in Sections 3.1, 3.2 and 3.5 herein which may be less than, equal to or greater than the Maximum Rate; shall not be less than the Minimum Rate; may be based on a rate design other than straight fixed variable; and may include a minimum quantity. Such Negotiated Rate shall be set forth on Exhibit C of the executed Service Agreement and on the Currently Effective Rates for Negotiated Rates. The Maximum Rate shall be available to any Shipper that does not choose a Negotiated Rate.

Shippers paying a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of scheduling, curtailment and interruption, calculating the economic value of a request for unsubscribed firm capacity, and matching competing bids for the right of first refusal. Replacement Shippers are not eligible for Negotiated Rates. Replacement Shippers may bid or pay a rate greater than Maximum Rate if the release of capacity is for a period of one year or less and the release is to take effect on or before one year from the date on which Rover is notified of the release.

In the event that capacity subject to a Negotiated Rate which is based on a rate design other than straight fixed variable is released, Shipper and Rover may agree on billing adjustments to the Releasing Shipper that may vary from or are in addition to those set forth in Section 9.9 of the General Terms and Conditions in order to establish the basis of accounting for revenues from a Replacement Shipper as a means of preserving the economic basis of the Negotiated Rate. Such payment obligation and crediting mechanism for capacity release shall be set forth on Exhibit C of the executed Replacement Service Agreement. Nothing in this Section 3.10 shall authorize Rover or Shipper to negotiate terms and conditions of service.

3.9 Rover shall perform backhauls hereunder to the extent firm capacity is available. Backhauls shall be subject to the Maximum and Minimum Rates under this Rate Schedule FTS. Shipper shall reimburse Rover the fuel reimbursement percentage as set forth on the Currently Effective Rates for Rate Schedule FTS.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Rover's Tariff are hereby incorporated by reference in this Rate Schedule FTS.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule FTS, the provisions of this Rate Schedule FTS shall govern.

5. RESERVATIONS

Rover reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule FTS and the other provisions of Rover's Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.



RATE SCHEDULE ITS  
INTERRUPTIBLE TRANSPORTATION SERVICE

1. AVAILABILITY

This Rate Schedule ITS is available to any party (hereinafter called Shipper) which has requested interruptible Transportation Service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Rover, has executed a Service Agreement with Rover for service under this Rate Schedule ITS. Such Service Agreement shall be in the form contained in Rover's Tariff, Original Volume No. 1, of which this Rate Schedule ITS is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The interruptible service provided hereunder is the Transportation of Natural Gas on a uniform hourly basis up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Rover is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Points of Receipt

Shipper may designate in the Service Agreement specific Points of Receipt or all Points of Receipt on Rover's Master Receipt Point List (MRPL).

2.2 Points of Delivery

Shipper may designate in the Service Agreement specific physical Points of Delivery, a Pool Point, or all Points of Delivery on Rover's Master Delivery Point List (MDPL).

2.3 Service provided at the Points of Receipt and Points of Delivery shall be provided on an interruptible basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Tolerance Level

The Tolerance Level under this Rate Schedule IT shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

### 3. RATE

The rates and charges for interruptible service under this Rate Schedule IT shall be as follows:

#### 3.1 Usage Charge

- (A) The monthly Usage Charge shall be the product of the actual Quantity of Gas delivered during the Month and the applicable usage rate per Dt as set forth on the Currently Effective Rates for Rate Schedule ITS for service related to the applicable Points of Receipt and the applicable Points of Delivery.
- (B) Deliveries by a Shipper to a Pool Point shall not be assessed the Usage Charge and Fuel Reimbursement to the extent that the Corresponding Transportation Agreement under which the gas will be transported from the Pooling Point is assessed the applicable Usage Charge and Fuel Reimbursement.

#### 3.2 Surcharges

Shipper shall pay all applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule ITS or which otherwise may be applicable to service under this Rate Schedule ITS from time to time.

#### 3.3 Range of Rates

Unless otherwise agreed to by Shipper and Rover, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule ITS, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified. Rover shall be responsible for compliance with any reporting requirements prescribed by the Commission. Rover shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

#### 3.4 Fuel Reimbursement

Shipper shall reimburse Rover in kind for fuel usage and lost or unaccounted for Gas. The monthly Fuel Reimbursement shall be the sum of fuel charges by Transporting Pipelines, if applicable, plus the applicable Fuel Reimbursement percentage as set forth on the Currently Effective Rates for Rate Schedule ITS.

3.5 Transportation Balancing and Other Charges

If balancing charges, overrun penalties or other charges are incurred in accordance with the General Terms and Conditions, including Sections 4.4, 5.1, 5.2, 5.3, 6.3 or 12.2 thereof, then such charges shall also be applicable.

3.6 Rover shall perform backhauls hereunder to the extent capacity is available. Backhauls shall be subject to the Maximum and Minimum Rates under this Rate Schedule ITS. Shipper shall reimburse Rover the fuel reimbursement percentage as set forth on the Currently Effective Rates for Rate Schedule ITS.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Rover's Tariff are hereby incorporated by reference in this Rate Schedule ITS. In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule ITS, the provisions of this Rate Schedule ITS shall govern.

5. RESERVATIONS

Rover reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule ITS and the other provisions of Rover's Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.