



April 30, 2024

Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, D.C. 20426

Attention: Ms. Debbie-Anne A. Reese, Acting Secretary

Re: Quarterly Recomputation of Fuel and
Lost and Unaccounted-for Percentages,
Wyoming Interstate Company, L.L.C.;
Docket No. RP24-

Commissioners:

Wyoming Interstate Company, L.L.C. ("WIC") tenders for filing and acceptance by the Federal Energy Regulatory Commission ("Commission") Version 64 of Part II: Stm. of Rates, Section 2 – Fuel and L&U Rates to the Third Revised Volume No. 2 of its FERC Gas Tariff ("Tariff"). Proposed to become effective on June 1, 2024, the tendered tariff record revises the fuel and lost and unaccounted-for charges applicable to transportation service on WIC's system.

Background

Section 13 of the GT&C of WIC's Tariff states that the Fuel, Lost and Unaccounted-for-Gas ("FL&U") Percentage(s) shall be recomputed every three months. In addition, Section 13.2 of the GT&C provides that WIC must file with the Commission supporting documentation for each quarterly recomputation of FL&U percentage(s).

The FL&U reimbursement percentages contained herein are comprised of two components: 1) a projected FL&U requirement percentage and 2) an FL&U requirement adjustment, or true-up reimbursement, percentage reflecting the over- or under-recovery of quantities during previous data collection periods. The Projected FL&U Requirement percentages are determined based on a combination of historical and forecasted throughput volumes, Lost and Unaccounted-for-Gas ("L&U") requirements, and fuel burned. To the extent actual FL&U quantities are more or less than the reimbursement percentages in effect at the time, WIC returns or recoups such quantities in the next period through a volumetric true-up reimbursement percentage or the FL&U Requirement Adjustment. This true-up mechanism keeps WIC and its shippers volumetrically neutral for FL&U.

Description of Filing

Submitted pursuant to Subpart C of Part 154 of the Commission's regulations¹ and WIC's Tariff, this filing proposes revisions to update its FL&U percentages as described in the tables below.

Table A

| | Proposed Fuel Rates (Instant Filing): | | | Change from Percentages Currently In Effect: | | |
|-----------------------------------------|-------------------------------------------------|-----------------------------------------|-----------------------|-----------------------------------------------------|---------------------------------------------------|------------------------|
| | Projected Fuel Requirement % | Fuel Requirement Adjustment % (True-up) | Total Proposed Fuel % | Change in Projected Fuel Requirement % | Change In Fuel Requirement Adjustment % (True-up) | Change in Total Fuel % |
| Mainline System | 0.51% | -0.51% | 0.00% | -0.06% | -0.08% | -0.14% |
| Medicine Bow | 0.28% | -0.10% | 0.18% | 0.06% | -0.06% | 0.00% |
| Piceance (WIC ML & Other PL) | 0.30% | 0.28% | 0.58% | 0.06% | 0.45% | 0.51% |
| Kanda Incremental (WIC ML and Other PL) | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| | Proposed L&U Rates (Instant Filing): | | | Change From Percentages Currently in Effect: | | |
| | Projected L&U Requirement % | L&U Requirement Adjustment % (True-up) | Total Proposed L&U % | Change in Projected L&U Requirement % | Change in L&U Requirement Adjustment % (True-up) | Change in Total L&U % |
| Mainline System | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Medicine Bow | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Piceance (WIC ML) | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Piceance (Other PL) | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Kanda Incremental (WIC ML) | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Kanda Incremental (Other PL) | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |

¹ 18 C.F.R. §§ 154.201 – 154.210 (2023).

Projected Fuel Requirement and Fuel Requirement Adjustment

The fuel reimbursement rates proposed herein seek to recover fuel and other fuel gas consumption that will occur during the three-month period these rates will be in effect beginning June 1, 2024.² WIC has forecasted the expected throughput and fuel burn for only the months these rates will be in effect. The support for the FL&U retention percentages for the Mainline System, Medicine Bow, Piceance and Kanda Lateral systems, as shown above, is detailed in Appendices A through F included herewith.

Mainline

As noted in Table A above, the total fuel retention percentage for the Mainline System is proposed to decrease to 0.00%. The Projected Fuel Requirement percentage decreases to 0.51% primarily due to a decrease in projected fuel volumes. The Fuel Requirement Adjustment decreases to negative 0.51% from negative 0.43% and reflects 176,340 Dths of over-collected L&U from the December 2023 through February 2024 data collection period³ being included in the Fuel Requirement Adjustment calculation. This results in a 0.00% total fuel retention percentage for the Mainline System.

Medicine Bow Lateral

The total fuel retention percentage for the Medicine Bow Lateral is unchanged at 0.18%. The Projected Fuel Requirement percentage increases to 0.28% primarily due to an increase in projected fuel volumes without a corresponding increase in projected throughput volumes. The Fuel Requirement Adjustment decreases to negative 0.10% and reflects 84,208 Dth of over-collected L&U volumes from the December 2023 through February 2024 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁴ This results in a 0.18% total fuel retention percentage for the Medicine Bow Lateral.

Piceance Lateral

The proposed total fuel retention percentage for the Piceance Lateral is 0.58%. The Projected Fuel Requirement percentage increases to 0.30%

² WIC has been informed that Fort Union Gas Gathering, L.L.C. and Bighorn Gas Gathering, L.L.C. will be decreasing the in-kind percentage of gas they retain for fuel gas from 2.00% to 0.65% effective June 1, 2024. WIC is updating the Bakken Leased Capacity Incremental rate to reflect that change effective June 1, 2024. See *Wyoming Interstate Co.*, 182 FERC ¶ 62,138, at P 9 & n.10 (2023).

³ See Appendix A, Schedule 1, line 10, col. (b); Appendix A, Schedule 2, lines 4-10, col. (b). See also Section 13.3 of WIC's GT&C.

⁴ See Appendix A, Schedule 1, line 10, col. (c).

primarily due to an increase in projected fuel volumes without a corresponding increase in projected throughput volumes. The Fuel Requirement Adjustment percentage increases to 0.28% and reflects 1,886 Dth of over-collected L&U volumes from the December 2023 through February 2024 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁵ This Fuel Requirement Adjustment of 0.28% is intended to recover 74,383 Dth of under-collected fuel volumes from Piceance shippers during the period these rates will be in effect. These percentages result in a 0.58% total fuel retention percentage for the Piceance Lateral.

Off-System

WIC notes that off-system FL&U quantities are not included for recovery through WIC's projected fuel reimbursement rate. As addressed in Section 4.5 of the GT&C of the Tariff, all WIC shippers using the off-system capacity held by WIC, on either a primary or a secondary basis, are directly assessed the FL&U charged by the third party transportation provider to WIC.

Projected L&U Requirement

The twelve-month data period used to forecast L&U quantities for this instant filing is March 2023 through February 2024. As shown on Schedule 1 of Appendix D, WIC experienced an overall "gain" during this time period which results in the calculation of negative L&U reimbursement percentages. WIC's tariff prevents the establishment of negative L&U reimbursement percentages that would otherwise have resulted from the use of the overall "gain". Instead, Section 13.3 of the GT&C requires the projected L&U percentage to be set at 0.00% under these circumstances. Therefore, the Projected L&U Requirement is proposed to be 0.00% for the Mainline and each of the laterals. These retention percentages are detailed in Table A above.

L&U Requirement Adjustment

WIC is proposing the L&U Requirement Adjustment be set at 0.00% on the Mainline and each of the laterals as shown in Table A and described more fully below.

As shown on Appendix A, Schedule 2, line 4, column (b), the Mainline experienced an L&U gain of 176,340 Dth during the period of December 2023 through February 2024. As discussed earlier, 176,340 Dth of over-collected L&U volumes is being included in the calculation of the Mainline Fuel Requirement

⁵ See Appendix A, Schedule 1, lines 4-14, col. (d).

Adjustment.⁶ Accordingly, the total proposed L&U reimbursement percentage is 0.00% for the Mainline System.

As shown on Appendix A, Schedule 2, line 4, column (c), the Medicine Bow Lateral experienced a gain of L&U of 84,208 Dth for the period December 2023 through February 2024. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, this 84,208 Dth of over-collected L&U volumes is being included in the calculation of the Fuel Requirement Adjustment and results in a total proposed L&U reimbursement percentage of 0.00% for the Medicine Bow Lateral.

As shown on Appendix A, Schedule 2, line 4, column (d), the Piceance-Other Pipeline experienced a gain of L&U of 1,886 Dth for the period December 2023 through February 2024. As discussed above in the section on the fuel percentage for the Piceance Lateral, the gain of 1,886 Dth of over-collected L&U volumes is being included in the calculation of the Fuel Requirement Adjustment and results in a total proposed L&U reimbursement percentage of 0.00% for the Piceance-Other Pipeline.

The Kanda – Other Pipeline total proposed L&U reimbursement percentage remains at 0.00%. As shown on Appendix A, Schedule 2, line 4, column (e), the Kanda – Other Pipeline experienced a gain of L&U of 4,741 Dth for the period December 2023 through February 2024. The Kanda Lateral has experienced excess L&U quantities in three consecutive L&U filings. As such, Section 13.5(d) of the GT&C requires that the excess L&U quantities be cashed out. Therefore, WIC proposes to cash-out the over-collected L&U from the December 2023 through February 2024 period experienced in the instant filing as well as the over-collected L&U quantities deferred to future filings in Docket Nos. RP24-99-000 and RP24-359-000.

Cash Out of Kanda – Other Pipeline L&U Over-Collection

As detailed in Appendices A and G, WIC has over-collected L&U quantities of 4,740 Dth associated with the Kanda – Other Pipeline for the period of December 2023 to February 2024.⁷ In addition, WIC has over-collected L&U quantities of 95 Dth⁸ and 815 Dth⁹ associated with Docket Nos. RP24-99-000

⁶ See Appendix A, Schedule 1, line 10, col. (b).

⁷ See Appendix D, Schedule 1, line 4, cols. (k) through (m) which reflects a December 2023 through February 2024 data collection period. Amount does not include the November 2023 prior period adjustment amount of 1 Dth shown on Appendix D, Schedule 1, line 4, col. (o). See *infra* note 9 for the treatment of this prior period adjustment amount.

⁸ See WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix A, Schedule 2, Line No. 11, Column (f), Docket No. RP24-99-000 (Oct. 31, 2023).

⁹ See WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix A, Schedule 2, Line No. 11, Column (e), Docket No. RP24-359-000 (Jan. 30, 2024).

and RP24-359-000 respectively that had been deferred to future filings. As just noted, pursuant to the terms of Section 13.5(d) of the GT&C, WIC must cash out Excess L&U Quantities experienced in three consecutive L&U filings; therefore, WIC proposes to cash out these over-collected L&U quantities herein.

WIC calculated the value associated with the Excess L&U Quantity by using the applicable month's Cash Out Index Price.¹⁰ The calculations result in a total cash-out refund of \$218 for the June 2023 through August 2023 period reflected in Docket No. RP24-99-000, \$1,811 for the September 2023 through November 2023 period reflected in Docket No. RP24-359-000, and \$11,950 for the December 2023 through February 2024 period reflected in the instant filing for shippers on the Kanda – Other Pipeline.¹¹ WIC allocated the value of the Excess L&U Quantity pro-rata to each Kanda – Other Pipeline shipper based on the total throughput for each period in which the over-collection and resulting Excess L&U occurred.

Section 154.204 Discussion

Pursuant to 18 C.F.R. § 154.204 (2023), WIC states the following:

- (a) WIC does not anticipate a significant increase in revenues or costs as a result of the proposed tariff changes; and
- (b) WIC is not aware of any other filings pending before the Commission that may significantly affect this filing.

Procedural Matters

In accordance with the applicable provisions of Part 154 of the Commission's regulations,¹² WIC is submitting an eTariff XML filing package, which includes the following:

- a. a transmittal letter;
- b. the clean and related marked versions of the tariff record; and
- c. workpapers under Appendices A-G in PDF format.

Docket No. RP24-359-000 reflects a September 2023 through November 2023 data collection period. As such, the 815 Dth amount shown above includes the 814 Dth of over-collected L&U shown in Docket No. RP24-359-000 and the 1 Dth November 2023 prior period adjustment amount shown on Appendix D, Schedule 1, line 4, col. (o).

¹⁰ Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."

¹¹ See Appendix G, Schedules 1 through 6.

¹² 18 C.F.R. §§ 154.1 - 154.603 (2023).

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS
 RATES PER DTH

| Particulars ----- | Current Reimbursement ----- | True-up ----- | Total ----- |
|-------------------------------------------|-----------------------------------|------------------|----------------|
| Mainline System | | | |
| Fuel Gas Percentage (Note 3) | 0.51% | -0.51% | 0.00% |
| L&U Percentage (Note 3) | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.51% | -0.51% | 0.00% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Medicine Bow Incremental | | | |
| Fuel Gas Percentage (Note 3) (Note 6) | 0.28% | -0.10% | 0.18% |
| L&U Percentage (Note 3) (Note 6) | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.28% | -0.10% | 0.18% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Bakken Leased Capacity Incremental | | | |
| Fuel Gas Percentage (Note 7) | n/a | n/a | 0.65% |
| L&U Percentage (Note 7) | n/a | n/a | 0.00% |
| | | | ----- |
| Total FL&U Percentage | n/a | n/a | 0.65% |
| L&U Percentage | n/a | n/a | 0.00% |

Piceance Basin Incremental
 FL&U Percentages detailed below (Note 3)(Note 9)(Note 12):

Piceance Lateral

| | | | |
|------------------------------------------------------|-------|-------|-------|
| Fuel Gas Percentage To Transporter's Mainline System | 0.30% | 0.28% | 0.58% |
| L&U Percentage To Transporter's Mainline System | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.30% | 0.28% | 0.58% |
| | | | |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| | | | |
| Fuel Gas Percentage To Other Pipelines | 0.30% | 0.28% | 0.58% |
| L&U Percentage To Other Pipelines | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.30% | 0.28% | 0.58% |
| | | | |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |

Kanda Lateral Incremental
 FL&U Percentages detailed below (Note 3) (Note 9) (Note 13):

| | | | |
|------------------------------------------------------|-------|-------|-------|
| Fuel Gas Percentage To Transporter's Mainline System | 0.00% | 0.00% | 0.00% |
| L&U Percentage To Transporter's Mainline System | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.00% | 0.00% | 0.00% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Fuel Gas Percentage To Other Pipelines | 0.00% | 0.00% | 0.00% |
| L&U Percentage To Other Pipelines | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.00% | 0.00% | 0.00% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS
 RATES PER DTH

| Particulars ----- | Current Reimbursement ----- | True-up ----- | Total ----- |
|-------------------------------------------|-----------------------------------|-----------------------|----------------------|
| Mainline System | | | |
| Fuel Gas Percentage (Note 3) | 0. 5751 % | -0. 4351 % | 0. 1400 % |
| L&U Percentage (Note 3) | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0. 5751 % | -0. 4351 % | 0. 1400 % |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Medicine Bow Incremental | | | |
| Fuel Gas Percentage (Note 3) (Note 6) | 0. 2228 % | -0. 0410 % | 0.18% |
| L&U Percentage (Note 3) (Note 6) | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0. 2228 % | -0. 0410 % | 0.18% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Bakken Leased Capacity Incremental | | | |
| Fuel Gas Percentage (Note 7) | n/a | n/a | 02.0065 % |
| L&U Percentage (Note 7) | n/a | n/a | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | n/a | n/a | 02.0065 % |
| L&U Percentage | n/a | n/a | 0.00% |

Piceance Basin Incremental
 FL&U Percentages detailed below (Note 3)(Note 9)(Note 12):

Piceance Lateral

| | | | | |
|--|------------------------------------------------------|------------------|-------------------|------------------|
| | Fuel Gas Percentage To Transporter's Mainline System | 0. <u>2430</u> % | -0. <u>1728</u> % | 0. <u>0758</u> % |
| | L&U Percentage To Transporter's Mainline System | 0.00% | 0.00% | 0.00% |
| | | ----- | ----- | ----- |
| | Total FL&U Percentage | 0. <u>2430</u> % | -0. <u>1728</u> % | 0. <u>0758</u> % |
| | L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| | Fuel Gas Percentage To Other Pipelines | 0. <u>2430</u> % | -0. <u>1728</u> % | 0. <u>0758</u> % |
| | L&U Percentage To Other Pipelines | 0.00% | 0.00% | 0.00% |
| | | ----- | ----- | ----- |
| | Total FL&U Percentage | 0. <u>2430</u> % | -0. <u>1728</u> % | 0. <u>0758</u> % |
| | L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |

Kanda Lateral Incremental
 FL&U Percentages detailed below (Note 3) (Note 9) (Note 13):

| | | | |
|------------------------------------------------------|-------|-------|-------|
| Fuel Gas Percentage To Transporter's Mainline System | 0.00% | 0.00% | 0.00% |
| L&U Percentage To Transporter's Mainline System | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.00% | 0.00% | 0.00% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Fuel Gas Percentage To Other Pipelines | 0.00% | 0.00% | 0.00% |
| L&U Percentage To Other Pipelines | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.00% | 0.00% | 0.00% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP24-___**

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**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP24-___**

**Appendix A
FL&U Reimbursement Percentages**

Wyoming Interstate Company, L.L.C.
Fuel Percentage Calculation

(Quantities in Dth unless otherwise noted)

| Line No. | Description (a) | Mainline System (b) | Medicine Bow (c) | Piceance (d) |
|----------------------------------------------------------|------------------------------------------------------------------------------------------------|------------------------|---------------------|-----------------|
| Current Period Retention Percentage ¹ | | | | |
| 1 | Fuel Gas Projected During Forecast Period (Jun 24 - Aug 24) ² | 84,183 | 157,075 | 79,811 |
| 2 | Fuel-Related Receipts (Throughput) | 16,458,669 | 56,368,620 | 26,333,692 |
| 3 | Projected Fuel Requirement [line 1 / line 2] | 0.51% | 0.28% | 0.30% |
| Volumetric True-up Retention Percentage | | | | |
| Current Deficiency/(Gain) for Dec 2023 - Feb 2024 Period | | | | |
| 4 | Fuel Gas Consumed ³ | 183,594 | 122,137 | 167,920 |
| 5 | Fuel Gas Retained - Current ⁴ | 176,892 | 105,104 | 89,637 |
| 6 | Current Deficiency/(Gain) [line 4 - line 5] | 6,702 | 17,033 | 78,283 |
| True-up Deficiency/(Gain) for Dec 2023 - Feb 2024 Period | | | | |
| 7 | Fuel Gas Sought for True-up ⁵ | (91,437) | (15,022) | 1,750 |
| 8 | Fuel Gas Retained - True-up ⁶ | (176,892) | (23,520) | 3,763 |
| 9 | True-up Deficiency/(Gain) [line 7 - line 8] | 85,455 | 8,498 | (2,013) |
| 10 | L&U Over-collection from Dec 2023 - Feb 2024 Period ⁷ | (176,340) | (84,208) | (1,886) |
| 11 | Net Deficiency/(Gain) to be Trued-up During Jun 2024 - Aug 2024 [line 6 + line 9 + line 10] | (84,183) | (58,677) | 74,383 |
| 12 | Fuel-Related Receipts (Throughput) | 16,458,669 | 56,368,620 | 26,333,692 |
| 13 | Fuel Requirement Adjustment [line 11 / line 12] | -0.51% | -0.10% | 0.28% |
| 14 | Total Fuel Retention Percentage [line 3 + line 13] | 0.00% | 0.18% | 0.58% |

Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of June 2024 - August 2024 divided by forecasted receipts expected during the same period.
- 2) Excludes quantities associated with off-system capacity and the Bakken Leased Capacity Incremental rates including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U and the Bakken Leased Capacity Incremental rates are directly assessed to all shippers responsible for the charges.
- 3) See Appendix E, Schedule 1, col. (p). Excludes quantities for capitalized gas.
- 4) See Appendix F, Schedule 1, lines 1-4, col. (o).
- 5) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 1, Line No. 12, Docket No. RP24-99-000 (Oct. 31, 2023).
- 6) See Appendix F, Schedule 1, lines 5-8, col. (o).
- 7) The quantities on this line are being applied from over-collected L&U volumes from Appendix A, Schedule 2, line 10 of this filing.

Wyoming Interstate Company, L.L.C.

L&U Percentage Calculation

(Quantities in Dth unless otherwise noted)

| Line No. | Description (a) | Mainline System (b) | Medicine Bow (c) | Piceance - Other Pipeline (d) | Kanda - Other Pipeline (e) |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------------|----------------------------------|-------------------------------|
| Current Period Retention Percentage¹ | | | | | |
| 1 | L&U Projected During Forecast Period ² | (446,836) | (188,199) | (5,777) | (5,772) |
| 2 | L&U Receipts (Throughput) ³ | 499,536,926 | 204,503,971 | 5,869,517 | 4,930,777 |
| 3 | Projected L&U Requirement [line 1 / line 2; if less than zero, reflected zero] | 0.00% | 0.00% | 0.00% | 0.00% |
| Volumetric True-up Retention Percentage | | | | | |
| Current Deficiency/(Gain) for Dec 2023 - Feb 2024 Period | | | | | |
| 4 | L&U Experienced ⁴ | (176,340) | (84,208) | (1,886) | (4,741) |
| 5 | L&U Retained - Current ⁵ | - | - | - | - |
| 6 | L&U True-up Deficiency/(Gain) [line 4 - line 5] | (176,340) | (84,208) | (1,886) | (4,741) |
| True-up Deficiency/(Gain) for Dec 2023 - Feb 2024 Period | | | | | |
| 7 | L&U Sought for True-up ⁶ | - | - | - | - |
| 8 | L&U Gas Retained - True-up ⁷ | - | - | - | - |
| 9 | L&U True-up Deficiency/(Gain) [line 7 - line 8] | - | - | - | - |
| 10 | L&U to be Netted ⁸ | (176,340) | (84,208) | (1,886) | - |
| 11 | L&U From Instant Filing to be Cashed-Out ⁹ | - | - | - | (4,740) |
| 12 | L&U Deferred to a Future Filing in Docket No. RP24-99-000 to be Applied in the Instant Filing ¹⁰ | - | - | - | (95) |
| 13 | L&U Deferred to a Future Filing in Docket No. RP24-99-000 to be Cashed-Out ¹¹ | - | - | - | (95) |
| 14 | L&U Deferred to a Future Filing in Docket No. RP24-359-000 to be Applied in the Instant Filing ¹² | - | - | - | (814) |
| 15 | L&U Deferred to a Future Filing in Docket No. RP24-359-000 to be Cashed-Out ¹³ (Includes Prior Period Adjustment) | - | - | - | (815) |
| 16 | Net Deficiency/(Gain) to be Trued-up During Jun 2024 - Aug 2024 [line 6 + line 9 - line 10 - line 11 + line 12 - line 13 + line 14 - line 15] | (0) | - | - | - |
| 17 | L&U-Related Receipts for Jun 2024 - Aug 2024 ¹⁴ | 124,550,433 | 48,643,766 | 1,378,092 | 261,914 |
| 18 | L&U Requirement Adjustment [line 16 / line 17] | 0.00% | 0.00% | 0.00% | 0.00% |
| 19 | Total L&U Retention Percentage [line 3 + line 18] | 0.00% | 0.00% | 0.00% | 0.00% |

Notes:

- The current period retention percentage is based on the L&U experienced during the 12-month period ending February 2024 as shown on Schedule 1 of Appendix D divided by receipts experienced during the same period.
- Excludes quantities associated with off-system capacity and the Bakken Leased Capacity Incremental rates including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U and the Bakken Leased Capacity Incremental rates are directly assessed to all shippers responsible for the charges.
- L&U receipts are forecasted for the current period based on historical data from March 2023 through February 2024. See Appendix C, Schedule 1, lines 4-7, col. (n).
- See Appendix D, Schedule 1, lines 2-6, col. (p).
- See Appendix F, Schedule 2, lines 1-5, col. (o).
- See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 12, Docket No. RP24-99-000 (Oct. 31, 2023).
- See Appendix F, Schedule 2, lines 6-10, col. (o).
- The quantities on this line will be applied to the appropriate Fuel quantities on Schedule 1, line 10 of Appendix A of this filing.
- The quantities on this line will be cashed-out; see Appendix G, Schedules 5 and 6. Amount reflects the sum of cols. (k) through (m), line 4, of Appendix D, Schedule 1. Amount does not include the November 2023 prior period adjustment amount of 1 Dth shown at Appendix D, line 4, col. (o). See note no. 13 below.
- See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 11, Docket No. RP24-99-000 (Oct. 31, 2023).
- The quantities on this line will be cashed-out; see Appendix G, Schedules 1 and 2.
- See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 11, Docket No. RP24-359-000 (Jan. 30, 2024).
- The quantities on this line will be cashed-out; see Appendix G, Schedules 3 and 4. The amount reflects the 814 Dth shown on line 14, col. (e) above plus the November 2023 prior period adjustment amount of 1 Dth shown at Appendix D, line 4, col. (o). The data collection period for Docket No. RP24-359-000 reflects September through November 2023.
- See Appendix C, Schedule 1, lines 4-7, col. (o). Since the true-up requirement calculated here will be sought to be recovered during the months of June 2024 through August 2024, WIC is using receipts experienced during June 2023 through August 2023 to reasonably estimate L&U-related receipts.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP24-___**

**Appendix B
Physical Gas Balance**

Wyoming Interstate Company, L.L.C.
Physical Gas Balance

| Line No. | Item | Receipts (Dth) | | | | | | | | | | | | Total |
|------------------|---------------------------------------------------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| | | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | |
| 1 | ANTELOPE (AMS) (892022) | 1,025,030 | 1,087,933 | 1,427,155 | 1,758,990 | 2,017,114 | 1,707,933 | 2,095,325 | 1,957,666 | 1,907,452 | 2,238,880 | 1,954,923 | 1,928,024 | 21,106,426 |
| 2 | BOWIE (BOW) (800104) | 3,251,635 | 1,767,869 | 2,001,843 | 2,655,721 | 3,866,301 | 3,578,647 | 3,896,716 | 3,263,738 | 3,213,145 | 2,765,283 | 2,599,835 | 4,361,336 | 37,222,069 |
| 3 | BAXTER TO WIC (BTW) (800116) | 3,701,664 | 3,073,581 | 2,585,165 | 1,144,563 | 1,144,563 | 2,336,890 | 3,795,919 | 922,583 | 614,005 | 2,174,709 | 3,299,307 | 3,450,680 | 29,901,911 |
| 4 | BITTER CREEK (BTC) (800115) | 1,224,197 | 3,342,751 | 1,900,818 | 1,157,486 | 1,531,200 | 1,545,159 | 2,116,981 | 1,735,877 | 1,142,004 | 1,095,526 | 2,707,010 | 786,560 | 20,285,570 |
| 5 | BRONZE DOME (BZD) (896107) | - | - | - | - | - | - | - | - | - | - | - | - | 336,681 |
| 6 | BUCKING HORSE (BKH) (47849) | 2,943,479 | 2,570,355 | 2,944,516 | 2,506,087 | 2,803,326 | 2,611,612 | 2,525,679 | 2,587,049 | 2,551,098 | 2,536,427 | 2,199,158 | 2,541,833 | 31,320,618 |
| 7 | CHALK BUTTES (CBR) (50156) | 5,317,940 | 4,914,419 | 5,487,094 | 4,620,999 | 5,421,002 | 4,620,999 | 5,567,894 | 5,211,771 | 5,433,677 | 5,125,826 | 4,901,097 | 4,364,556 | 60,510,690 |
| 8 | CHEYENNE JUMPER TO WELD (49841) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 | WIC/CIG SPARROW DELIVERY WELD (50528) | 5,811,636 | 5,458,173 | 8,258,868 | 7,645,071 | 6,063,252 | 5,312,311 | 6,941,955 | 8,118,846 | 7,631,135 | 7,074,788 | 6,297,145 | 3,978,519 | 78,591,702 |
| 10 | COTTONWOOD (CTW) (896060) | 221,546 | 140,967 | 196,350 | 461,349 | 485,424 | 812,459 | 775,762 | 849,850 | 1,090,747 | 1,060,772 | 1,040,392 | 977,633 | 8,113,251 |
| 11 | CRESTON (CRE) (896054) | 41,321 | 240,581 | 946,903 | 1,026,663 | 903,505 | 1,093,936 | 385,778 | 845,069 | 1,688,534 | 1,661,847 | 1,924,651 | 1,020,846 | 11,779,634 |
| 12 | FLYING HAWK (FLY) (800245) | 8,177,804 | 9,947,870 | 7,936,798 | 9,347,845 | 9,510,301 | 9,459,047 | 8,664,611 | 9,926,972 | 5,860,364 | 4,429,857 | 5,959,838 | 7,860,141 | 97,081,447 |
| 13 | GOLDEN DOME (GLD) (800273) | 308,154 | 3,967 | - | 2,704 | 61,083 | 79,226 | 45,903 | 183,487 | 936,606 | 1,382,354 | 1,224,331 | 1,082,148 | 5,309,963 |
| 14 | KANDA TO WIC-QUESTAR (KAW) (800336) | - | - | - | - | 4 | - | - | - | - | - | - | - | 4 |
| 15 | LARAMIE-WIC (LAW) (800367) | - | - | 194 | 0 | - | 0 | 0 | - | - | - | - | - | 195 |
| 16 | LOST CREEK WIC (LCW) (896043) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 | MEDICINE BOW (MBW) (896031) | 1,997,923 | 1,832,467 | 1,364,157 | - | 265,571 | 1,528,800 | 1,370,614 | 1,501,578 | 2,957,104 | 3,524,780 | 3,004,932 | 3,758,951 | 23,106,877 |
| 18 | OVERTHRUST/ WIC (OVW) (800528) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 19 | RAWLINS TO WIC (RTW) (800666) | - | - | - | 0 | - | - | - | 13 | - | - | 6,548 | - | 6,562 |
| 20 | RED RIM (RIM) (800633) | 310,239 | 288,433 | 331,677 | 331,568 | 359,476 | 366,343 | 353,897 | 360,459 | 349,040 | 343,478 | 328,449 | 295,233 | 4,018,291 |
| 21 | RIO BLANCO (RBL) (896062) | 2,978,836 | 3,297,866 | 2,567,292 | 2,524,237 | 1,225,600 | 1,807,947 | 1,508,243 | 1,991,506 | 1,845,096 | 2,035,237 | 1,836,602 | 1,598,744 | 25,217,206 |
| 22 | SILO PLANT (48646) | 193,890 | 195,431 | 206,438 | 211,097 | 225,514 | 222,057 | 237,879 | 255,995 | 253,021 | 230,436 | 222,849 | 243,864 | 2,698,472 |
| 23 | THUNDER CREEK (TCR) (896029) | 3,383,362 | 3,734,006 | 3,789,087 | 4,872,139 | 6,152,976 | 4,320,634 | 3,665,116 | 4,431,070 | 5,216,057 | 6,211,209 | 5,680,162 | 5,344,227 | 56,800,044 |
| 24 | TRAPPERS LAKE (TPL) (800722) | 8,128,773 | 7,452,293 | 6,048,781 | 8,568,548 | 7,834,573 | 7,935,770 | 9,376,340 | 9,848,745 | 9,313,657 | 8,818,673 | 9,454,985 | 9,949,783 | 102,730,922 |
| 25 | WALCOTT JUNCTION (WAL) (47968) | - | - | - | - | 1,044 | - | - | - | - | - | - | - | 1,044 |
| 26 | WAMSUTTER TO WIC (WAW) (800760) | - | - | 34 | - | - | - | - | - | - | 70 | - | - | 104 |
| 27 | WAPITI (WAP) (896017) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 28 | YELLOW JACKET PASS (YJL) (896061) | 413,772 | 35,036 | 110,856 | 221,045 | 6,876 | 31 | - | 5,257 | 144,555 | 24,150 | 215,068 | 9,104 | 1,185,751 |
| 29 | Total Receipts | 49,431,201 | 49,383,999 | 48,104,027 | 49,856,117 | 50,271,030 | 51,745,724 | 50,095,153 | 53,910,860 | 53,400,218 | 53,634,102 | 54,651,974 | 53,241,029 | 617,725,435 |
| 30 | OFF-SYSTEM OVERTHRUST FL&U ¹ | 14,799 | 18,074 | 8,028 | 8,949 | 2,400 | 14,035 | 6,103 | 3,050 | 10,663 | 3,467 | 8,447 | 9,309 | 107,324 |
| 31 | OFF-SYSTEM WHITE RIVER HUB FL&U ¹ | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 32 | OFF-SYSTEM ROCKIES EXPRESS PIPELINE FL&U ¹ | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 33 | BAKKEN LEASED CAPACITY INCREMENTAL FL&U ¹ | - | - | - | - | - | - | - | - | 36,371 | 58,209 | 47,350 | 51,140 | 193,070 |
| 34 | Net Linepack Decrease | - | - | 114,728 | 29,265 | 43,079 | - | - | 75,984 | - | - | - | 88,244 | 351,300 |
| 35 | Total System Receipts | 49,446,000 | 49,402,073 | 48,226,783 | 49,894,331 | 50,316,509 | 51,759,759 | 50,101,256 | 53,989,894 | 53,447,252 | 53,695,778 | 54,707,771 | 53,389,721 | 618,377,128 |
| Deliveries (Dth) | | | | | | | | | | | | | | |
| Line No. | Item | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Total |
| 36 | CHROME DOME (CHD) (800140) | 4,765 | - | - | 17,129 | - | - | 5,814 | 56,587 | - | 100,575 | 45,917 | - | 230,786 |
| 37 | BITTER CREEK (BTC) (800115) | 204 | 7 | 23 | 27,573 | 238 | - | - | - | - | 0 | - | - | 28,045 |
| 38 | BOWIE (BOW) (800104) | - | 8 | - | - | - | 521 | - | - | - | - | - | 464 | 993 |
| 39 | BUCKING HORSE (BKH) (47848) | 54,346 | 32,255 | 15,331 | 7,536 | 17,831 | 4,408 | 4,219 | 5,162 | 5,286 | 5,331 | 6,668 | 18,843 | 177,216 |
| 40 | CHALK BUTTES (CBB) (50472) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 41 | CURLEY (CUR) (800184) | 790,128 | 312,132 | 206,783 | 29,578 | 1,024,406 | 501,790 | 97,022 | 246,385 | 1,320,634 | 1,127,951 | 4,208,996 | 586,347 | 10,452,151 |
| 42 | DOVER (DOV) (800212) | 2,159,239 | 1,414,393 | 2,476,615 | 3,284,410 | 2,713,886 | 1,929,755 | 3,142,686 | 3,373,553 | 3,274,775 | 2,204,887 | 2,207,676 | 3,957,589 | 32,139,463 |
| 43 | DULLKNIFE (DUL) (896002) | 9,894,168 | 10,768,420 | 14,890,310 | 15,390,922 | 11,792,092 | 13,111,156 | 15,039,184 | 15,920,304 | 11,605,298 | 9,950,859 | 9,303,606 | 10,739,218 | 148,405,541 |
| 44 | FLYING HAWK (FLY) (800245) | - | - | 1,606,097 | - | - | - | - | - | - | 290 | 0 | - | 1,606,387 |
| 45 | HAPPY JACK (49167) | 16 | - | - | 23 | - | - | - | - | - | 4 | - | - | 64 |
| 46 | LITTLE WOLF (LTW) (896018) | - | - | 22 | - | - | - | - | - | - | - | - | - | - |
| 47 | LONE TREE DELIVERY WELD (54876) | 1,036,215 | 1,776,325 | 2,730,426 | 2,692,185 | 2,859,163 | 2,993,591 | 1,687,822 | 1,474,221 | 1,900,933 | 2,304,658 | 3,179,336 | 2,287,316 | 26,922,191 |
| 48 | OTTO ROAD (49168) | 560,192 | 558,266 | 295,340 | 31,081 | 308,163 | 526,010 | 549,409 | 544,570 | 600,790 | 578,048 | 611,679 | 572,490 | 5,736,038 |
| 49 | OVERTHRUST/ WIC (OVW) (800528) | 13,553,260 | 12,814,129 | 8,369,290 | 11,030,160 | 11,716,091 | 13,307,039 | 11,818,135 | 12,758,089 | 13,843,231 | 14,678,663 | 12,979,910 | 13,769,356 | 150,637,353 |
| 50 | OWL CREEK (OWL) (896026) | 5,219,558 | 5,783,155 | 2,716,778 | 2,806,277 | 4,795,820 | 3,805,082 | 2,504,759 | 3,923,779 | 6,096,198 | 6,837,755 | 7,873,900 | 3,802,468 | 56,165,530 |
| 51 | RAWLINS TO WIC (RTW) (800666) | 3,526,409 | 3,014,917 | 1,972,488 | 2,732,217 | 2,050,759 | 3,243,559 | 2,478,560 | 2,005,265 | 1,082,923 | 1,231,039 | 916,501 | 2,747,349 | 27,001,987 |
| 52 | ROCKPORT (RKP) (896021) | 1,471,370 | 3,157,438 | 5,132,282 | 3,229,466 | 3,213,086 | 2,591,561 | 2,883,423 | 2,955,347 | 2,012,050 | 2,217,408 | 2,072,130 | 2,737,377 | 33,672,938 |
| 53 | SILVER DOME (SLD) (896080) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 54 | SITTING BULL (STB) (896084) | 207,470 | 596,653 | 949,010 | 822,230 | 842,649 | 718,291 | 1,223,021 | 1,283,107 | 1,072,980 | 1,189,215 | 765,847 | 1,770,108 | 11,440,581 |
| 55 | SWEETWATER (SWT) (800709) | - | - | - | - | 37,138 | - | 522 | - | - | - | - | - | 37,660 |
| 56 | TAFT (TFT) (54065) | 755,610 | 535,584 | 333,037 | 470,147 | 310,096 | 251,585 | 328,518 | 576,775 | 583,750 | 691,282 | 982,909 | 777,029 | 6,596,324 |
| 57 | THREEMILE DELIVERY (TML) (896114) | 10,009,028 | 8,512,898 | 6,460,880 | 7,097,677 | 8,416,780 | 8,535,717 | 8,032,526 | 8,628,426 | 9,606,757 | 10,006,467 | 9,008,600 | 9,426,140 | 103,741,897 |
| 58 | THUNDER CHIEF (TDC) (800716) | - | - | - | - | - | 48 | 99 | - | - | - | 126,151 | - | 126,151 |
| 59 | TRAPPERS LAKE (TPL) (800722) | 149 | - | 923 | - | 48 | 99 | - | - | - | - | 370 | - | 1,589 |
| 60 | WALCOTT JUNCTION (WAL) (47968) | 59,711 | 15,518 | 31,749 | 80,402 | 92,786 | 134,720 | 192,011 | 164,896 | 234,886 | 393,504 | 229,465 | 82,917 | 1,712,565 |
| 61 | WAPITI (55370) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 62 | YELLOW TAIL DELIVERY (YLT) (800829) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 63 | Total Deliveries | 49,301,837 | 49,292,102 | 48,187,382 | 49,749,017 | 50,191,032 | 51,654,885 | 49,987,630 | 53,916,466 | 53,240,495 | 53,517,933 | 54,519,661 | 53,275,011 | 616,833,450 |
| 64 | System Fuel: | | | | | | | | | | | | | |
| 65 | FERC Account 810 - Compressor Station Fuel ² | 159,743 | 131,803 | 105,575 | 123,668 | 111,840 | 128,309 | 103,516 | 112,797 | 167,730 | 204,758 | 203,661 | 225,650 | 1,779,049 |
| 66 | FERC Account 812 - Capitalized Gas | - | - | - | - | - | - | - | - | 41 | - | - | - | 41 |
| 67 | FERC Account 812 - Other Utility Operations | 5,5 | | | | | | | | | | | | |

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP24-___**

**Appendix C
Throughput**

**Wyoming Interstate Company, L.L.C.
Allocated Quantities (Throughput)**

| Line No. | Item | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Total | Jun-23 - Aug-23 |
|------------------------------------------------|---------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-----------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | (o) |
| Fuel-Related Receipts (Dth)¹ | | | | | | | | | | | | | | | |
| 1 | Mainline | 13,647,402 | 12,461,649 | 9,309,704 | 9,900,760 | 13,921,028 | 15,136,601 | 11,399,607 | 12,688,850 | 12,872,981 | 14,266,087 | 13,678,897 | 11,289,077 | 150,572,643 | 38,958,389 |
| 2 | Medicine Bow | 15,232,586 | 14,446,822 | 15,056,103 | 15,127,259 | 16,455,092 | 16,751,271 | 15,813,653 | 16,811,339 | 18,966,660 | 20,637,091 | 18,614,023 | 19,216,734 | 203,128,633 | 48,333,622 |
| 3 | Piceance | 13,328,744 | 12,843,447 | 10,146,343 | 11,627,402 | 10,727,731 | 11,902,718 | 11,401,098 | 12,378,343 | 12,156,244 | 12,686,816 | 12,719,365 | 11,996,053 | 143,914,304 | 34,257,851 |
| L&U-Related Receipts (Dth) | | | | | | | | | | | | | | | |
| 4 | Mainline | 43,358,646 | 42,661,975 | 36,564,877 | 38,399,121 | 41,466,789 | 44,684,523 | 39,323,514 | 45,050,562 | 41,280,679 | 42,893,232 | 46,542,759 | 37,310,249 | 499,536,926 | 124,550,433 |
| 5 | Medicine Bow | 15,252,715 | 14,528,475 | 15,145,962 | 15,217,476 | 16,553,173 | 16,873,117 | 15,937,634 | 17,039,264 | 19,063,996 | 20,832,470 | 18,766,285 | 19,293,404 | 204,503,971 | 48,643,766 |
| 6 | Kanda | 91,987 | 20,476 | - | - | 150,690 | 111,224 | - | 128,012 | 1,008,759 | 1,347,923 | 1,136,553 | 935,153 | 4,930,777 | 261,914 |
| 7 | Piceance - Other Pipeline | 262,505 | 353,820 | 1,305,237 | 276,512 | 435,359 | 666,221 | 422,241 | 226,636 | 488,585 | 781,603 | 418,949 | 231,849 | 5,869,517 | 1,378,092 |

Notes:
1) Excludes transactions that do not consume fuel.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP24-___**

**Appendix D
L&U Allocation**

Wyoming Interstate Company, L.L.C.
System L&U Allocation ¹

| Line No. | Item | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Total | Prior Period Adj. ³ | Dec-23 - Feb- |
|---------------------------|-------------------------|----------|----------|----------|--------|--------|----------|----------|----------|----------|----------|----------|-----------|-----------|--------------------------------|-------------------------|
| | | | | | | | | | | | | | | | | 24 Plus PPA in Col. (o) |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | (o) | (p) |
| 1 | System L&U ² | (62,675) | (67,698) | (71,216) | 17,712 | 9,783 | (67,446) | (49,574) | (43,839) | (44,450) | (84,622) | (66,204) | (116,354) | (646,584) | 5 | (267,175) |
| L&U Allocation | | | | | | | | | | | | | | | | |
| 2 | Mainline | (46,086) | (50,172) | (49,117) | 12,620 | 6,922 | (48,348) | (35,009) | (31,628) | (29,671) | (55,117) | (46,083) | (75,146) | (446,836) | 6 | (176,340) |
| 3 | Medicine Bow | (16,212) | (17,086) | (20,346) | 5,001 | 2,763 | (18,257) | (14,189) | (11,962) | (13,703) | (26,769) | (18,581) | (38,858) | (188,199) | - | (84,208) |
| 4 | Kanda | (98) | (24) | - | - | 25 | (120) | - | (90) | (725) | (1,732) | (1,125) | (1,883) | (5,772) | (1) | (4,741) |
| 5 | Piceance - All | (279) | (416) | (1,753) | 91 | 73 | (721) | (376) | (159) | (351) | (1,004) | (415) | (467) | (5,777) | - | (1,886) |
| 6 | Total System L&U | (62,675) | (67,698) | (71,216) | 17,712 | 9,783 | (67,446) | (49,574) | (43,839) | (44,450) | (84,622) | (66,204) | (116,354) | (646,584) | 5 | (267,175) |

Notes:

- 1) L&U determined by the physical gas balance, shown in Appendix B, Schedule 1, is allocated to each segment of WIC's system using L&U-related receipts from Appendix C, Schedule 1, lines 4-7.
- 2) See Appendix B, Schedule 1, line 71.
- 3) Prior period adjustments associated with fuel volume adjustments for September and November 2023.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP24-___**

**Appendix E
Fuel Consumption**

Wyoming Interstate Company, L.L.C.
Fuel Gas Consumption
(FERC Accounts 810 and 812)

| Line No. | Item | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Total | Prior Period Adj. ² | Dec-23 - Feb-24 Plus PPA in Col. (o) |
|-----------------------------------------------------------------------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|--------------------------------|--------------------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | (o) | (p) |
| Fuel Gas Used (FERC Accounts 810 and 812, Excluding Capitalized Gas) (Dth)¹ | | | | | | | | | | | | | | | | |
| 1 | Mainline | 61,852 | 47,968 | 52,283 | 44,803 | 52,237 | 61,009 | 46,657 | 49,083 | 56,311 | 61,238 | 63,329 | 59,027 | 655,799 | - | 183,594 |
| 2 | Medicine Bow | 34,147 | 32,780 | 30,996 | 30,148 | 31,632 | 30,161 | 29,600 | 32,450 | 36,411 | 46,861 | 38,951 | 36,330 | 410,468 | (5) | 122,137 |
| 3 | Piceance | 54,514 | 37,802 | 19,310 | 43,702 | 29,424 | 28,034 | 24,637 | 32,683 | 34,476 | 40,872 | 51,789 | 75,259 | 472,502 | - | 167,920 |
| 4 | Total | 150,513 | 118,551 | 102,589 | 118,653 | 113,293 | 119,204 | 100,895 | 114,217 | 127,198 | 148,971 | 154,069 | 170,615 | 1,538,769 | (5) | 473,650 |

Notes:

- 1) Excludes off-system fuel directly retained.
- 2) Prior period adjustments associated with fuel volume adjustments for September and November 2023.

**Wyoming Interstate Company, L.L.C.
Fuel Gas Consumption (FERC Accounts 810 and 812) by Compressor Station**

| Quantity (Dth) | | | | | | | | | | | | | | |
|-----------------------------------------------------------------|------------------------------------------------|---------|---------|--------|---------|---------|---------|--------|---------|---------|---------|---------|---------|-----------|
| Line No. | Item | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Total |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) |
| FERC Account 810 Compressor Station Fuel Gas Consumption | | | | | | | | | | | | | | |
| 1 | BAXTER ENGINE FUEL GAS | 13,787 | 11,620 | 10,439 | 4,635 | 8,640 | 14,568 | 3,712 | 2,346 | 7,772 | 11,951 | 12,077 | 9,544 | 111,091 |
| 2 | DOUGLAS COMP. STA. TOTAL FUEL | 33,325 | 31,876 | 30,075 | 29,313 | 30,685 | 29,384 | 28,834 | 31,642 | 35,392 | 45,435 | 38,041 | 35,722 | 399,726 |
| 3 | ECHO JUNCTION COMPRESSOR FUEL | 8,297 | 6,818 | 7,377 | 7,230 | 8,147 | 8,602 | 6,737 | 8,056 | 7,030 | 7,992 | 7,850 | 8,332 | 92,467 |
| 4 | HAROLD BURROW COMPRESSOR STATION | - | - | - | - | - | - | - | 0 | - | - | 1 | - | 1 |
| 5 | LARAMIE WIC COMPRESSOR FUEL | - | - | - | - | - | - | - | - | - | - | 38 | - | 38 |
| 6 | PICEANCE LATERAL COMPRESSOR FUEL | 37,865 | 34,950 | 16,958 | 41,213 | 27,406 | 20,611 | 22,496 | 26,615 | 31,607 | 25,725 | 24,970 | 22,857 | 333,272 |
| 7 | RAWLINS TO WIC COMPRESSOR FUEL | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 | SNAKE RIVER COMPRESSOR | 13,327 | 1 | 1 | 22 | - | 4,966 | - | 3,291 | 0 | 11,989 | 23,131 | 48,785 | 105,512 |
| 9 | WIC GE COMPRESSOR FUEL | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10 | WIC WAMSUTTER COMPRESSOR FUEL | 38,342 | 28,464 | 32,698 | 32,306 | 34,561 | 36,144 | 35,636 | 37,796 | 38,895 | 39,990 | 39,481 | 39,961 | 434,274 |
| 11 | WIC-CHEYENNE COMPRESSOR FUEL | - | - | - | - | - | - | - | - | - | - | 2,274 | - | 2,274 |
| 12 | Total | 144,944 | 113,729 | 97,547 | 114,719 | 109,440 | 114,274 | 97,413 | 109,747 | 120,696 | 143,082 | 147,864 | 165,201 | 1,478,655 |
| 13 | FERC Account 812 - Other Fuel Gas ¹ | 5,569 | 4,822 | 5,042 | 3,934 | 3,854 | 4,930 | 3,481 | 4,470 | 6,503 | 5,890 | 6,205 | 5,414 | 60,114 |

Notes:
1) Excludes off-system FL&U.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP24-___**

**Appendix F
FL&U Retention**

**Wyoming Interstate Company, L.L.C.
Transportation Fuel Quantities Retained**

| Line No. | Item | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Total | Dec-23 - Feb-24 |
|---------------------|--------------------|---------|---------|--------|---------|---------|---------|----------|----------|----------|----------|----------|----------|-----------|-----------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | (o) |
| Fuel-Current | | | | | | | | | | | | | | | |
| 1 | Mainline | 72,312 | 65,965 | 49,321 | 57,431 | 80,745 | 87,802 | 46,670 | 51,936 | 52,759 | 64,168 | 61,952 | 50,772 | 741,833 | 176,892 |
| 2 | Medicine Bow | 27,414 | 25,984 | 27,097 | 28,693 | 31,288 | 31,829 | 26,915 | 28,570 | 32,199 | 37,046 | 33,513 | 34,545 | 365,093 | 105,104 |
| 3 | Piceance | 26,617 | 25,648 | 20,276 | 29,004 | 26,799 | 29,729 | 42,178 | 45,761 | 44,964 | 30,408 | 30,482 | 28,747 | 380,613 | 89,637 |
| 4 | Total Fuel-Current | 126,343 | 117,597 | 96,694 | 115,128 | 138,832 | 149,360 | 115,763 | 126,267 | 129,922 | 131,622 | 125,947 | 114,064 | 1,487,539 | 371,633 |
| Fuel-True-up | | | | | | | | | | | | | | | |
| 5 | Mainline | 40,997 | 37,489 | 27,988 | 2,893 | 4,174 | 4,490 | (46,670) | (51,936) | (52,759) | (64,168) | (61,952) | (50,772) | (210,226) | (176,892) |
| 6 | Medicine Bow | 6,112 | 5,781 | 5,986 | 9,105 | 9,867 | 10,046 | (12,729) | (13,409) | (15,130) | (8,279) | (7,498) | (7,743) | (17,891) | (23,520) |
| 7 | Piceance | 5,322 | 5,130 | 4,038 | 10,538 | 9,692 | 10,762 | 10,300 | 11,180 | 10,985 | 1,271 | 1,286 | 1,206 | 81,710 | 3,763 |
| 8 | Total Fuel-True-up | 52,431 | 48,400 | 38,012 | 22,536 | 23,733 | 25,298 | (49,099) | (54,165) | (56,904) | (71,176) | (68,164) | (57,309) | (146,407) | (196,649) |

Wyoming Interstate Company, L.L.C.
L&U Quantities Retained

| Line No. | Item | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Total | Dec-23 - Feb-24 |
|------------------------|-------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | (o) |
| L&U-Current | | | | | | | | | | | | | | | |
| 1 | Mainline | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2 | Medicine Bow | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3 | Kanda | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 | Piceance | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Total L&U-Current | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L&U-True-up | | | | | | | | | | | | | | | |
| 6 | Mainline | 4,258 | 4,185 | 3,542 | - | - | - | - | - | - | - | - | - | 11,985 | - |
| 7 | Medicine Bow | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 | Kanda | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 | Piceance | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10 | Total L&U-True-up | 4,258 | 4,185 | 3,542 | - | - | - | - | - | - | - | - | - | 11,985 | - |

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP24-___**

**Appendix G
Kanda L&U Cash-out**

**Wyoming Interstate Company, L.L.C.
Kanda System L&U Over-Collection Cash-out Worksheet**

| Line No. | Month | System L&U Allocated ¹ | Current L&U Retained ² | L&U Sought for True-up ³ | True-up L&U Retained ⁴ | Gain to be Netted With Fuel ⁵ | Cash-out Quantities | Index Price ⁶ | Cash-out Amount |
|----------|-------------|--------------------------------------|--------------------------------------|----------------------------------------|--------------------------------------|------------------------------------------------|--------------------------------------|--------------------------|--------------------|
| | | | | | | | (g) [(b) - (c) + (d) - (e) - (f)] | (h) | (i) [(g) x (h)] |
| 1 | June 2023 | 0 | 0 | 0 | 0 | 0 | 0 | \$1.8992 | \$0 |
| 2 | July 2023 | 25 | 0 | 0 | 0 | 0 | 25 | \$2.1808 | \$55 |
| 3 | August 2023 | (120) | 0 | 0 | 0 | 0 | (120) | \$2.2702 | (\$272) |
| 4 | Total | (95) | 0 | 0 | 0 | 0 | (95) | | (\$218) |

Notes:

- 1) See Appendix D, Schedule 1, line 4, columns (e) through (g). Also, see Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 4, Docket No. RP24-99-000 (Oct. 31, 2023).
- 2) See Appendix F, Schedule 2, line 3, columns (e) through (g).
- 3) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 7, Docket No. RP24-99-000 (Oct. 31, 2023); no true-up quantities were sought during this time period.
- 4) See Appendix F, Schedule 2, line 8, columns (e) through (g).
- 5) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 10, Docket No. RP24-99-000 (Oct. 31, 2023).
- 6) Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."

Wyoming Interstate Company, L.L.C.
Kanda System Receipts Subject to L&U by Contract - Refund Allocation
(Quantities (Dth) Subject to L&U)

| Line No. | Service Requester and Contract Number | Jun-23 | Jul-23 | Aug-23 | Total | Pro-Rata Refund Allocation |
|-----------------|----------------------------------------------|---------------|----------------|----------------|----------------|-----------------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) |
| 1 | ANADARKO ENERGY SERVICES COMPANY - 200725 | | 106,290 | 94,224 | 200,514 | \$167 |
| 2 | BP ENERGY COMPANY - 219230 | | | 17,000 | 17,000 | \$14 |
| 3 | PUBLIC SERVICE COMPANY OF COLORADO - 200842 | | 44,400 | | 44,400 | \$37 |
| 4 | Total | - | 150,690 | 111,224 | 261,914 | \$218 |

**Wyoming Interstate Company, L.L.C.
Kanda System L&U Over-Collection Cash-out Worksheet**

| Line No. | Month | System L&U Allocated ¹ | Current L&U Retained ² | L&U Sought for True-up ³ | True-up L&U Retained ⁴ | Gain to be Netted With Fuel ⁵ | Cash-out Quantities | Index Price ⁶ | Cash-out Amount |
|----------|----------------------------|--------------------------------------|--------------------------------------|----------------------------------------|--------------------------------------|------------------------------------------------|--------------------------------------|--------------------------|--------------------|
| | | | | | | | (g) [(b) - (c) + (d) - (e) - (f)] | (h) | (i) [(g) x (h)] |
| 1 | September 2023 | 0 | 0 | 0 | 0 | 0 | 0 | \$2.1452 | \$0 |
| 2 | October 2023 | (90) | 0 | 0 | 0 | 0 | (90) | \$2.1563 | (\$194) |
| 3 | November 2023 ⁷ | (725) | 0 | 0 | 0 | 0 | (725) | \$2.2300 | (\$1,617) |
| 4 | Total | (815) | 0 | 0 | 0 | 0 | (815) | | (\$1,811) |

Notes:

- 1) See Appendix D, Schedule 1, line 4, columns (h) through (j). Also, see Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 4, Docket No. RP24-359-000 (Jan. 30, 2024).
- 2) See Appendix F, Schedule 2, line 3, columns (h) through (j).
- 3) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 7, Docket No. RP24-359-000 (Jan. 30, 2024); no true-up quantities were sought during this time period.
- 4) See Appendix F, Schedule 2, line 8, columns (h) through (j).
- 5) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 10, Docket No. RP24-359-000 (Jan. 30, 2024).
- 6) Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."
- 7) The quantity on line 3, column (b) includes the November 2023 prior period adjustment amount of 1 Dth shown on Appendix D, Schedule 1, line 4, column (o).

Wyoming Interstate Company, L.L.C.
Kanda System Receipts Subject to L&U by Contract - Refund Allocation
(Quantities (Dth) Subject to L&U)

| Line No. | Service Requester and Contract Number | Sep-23 | Oct-23 | Nov-23 | Total | Pro-Rata Refund Allocation |
|-----------------|----------------------------------------------|---------------|----------------|------------------|------------------|-----------------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) |
| 1 | BP ENERGY COMPANY - 200845 | | | 814,108 | 814,108 | \$1,297 |
| 2 | BP ENERGY COMPANY - 215885 | | 1,597 | | 1,597 | \$3 |
| 3 | BP ENERGY COMPANY - 219230 | | 107,576 | 27,272 | 134,848 | \$215 |
| 4 | CITADEL ENERGY MARKETING LLC - 212124 | | 18,839 | 8,693 | 27,532 | \$44 |
| 5 | CITADEL ENERGY MARKETING LLC - 220682 | | | 18,486 | 18,486 | \$29 |
| 6 | TENASKA MARKETING VENTURES - 219999 | | | 140,200 | 140,200 | \$223 |
| 7 | Total | - | 128,012 | 1,008,759 | 1,136,771 | \$1,811 |

**Wyoming Interstate Company, L.L.C.
Kanda System L&U Over-Collection Cash-out Worksheet**

| Line No. | Month | System L&U Allocated ¹ | Current L&U Retained ² | L&U Sought for True-up ³ | True-up L&U Retained ⁴ | Gain to be Netted With Fuel ⁵ | Cash-out Quantities | Index Price ⁶ | Cash-out Amount |
|----------|---------------|--------------------------------------|--------------------------------------|----------------------------------------|--------------------------------------|------------------------------------------------|--------------------------------------|--------------------------|--------------------|
| | | | | | | | (g) [(b) - (c) + (d) - (e) - (f)] | (h) | (i) [(g) x (h)] |
| 1 | December 2023 | (1,732) | 0 | 0 | 0 | 0 | (1,732) | \$1.9742 | (\$3,419) |
| 2 | January 2024 | (1,125) | 0 | 0 | 0 | 0 | (1,125) | \$5.2232 | (\$5,876) |
| 3 | February 2024 | (1,883) | 0 | 0 | 0 | 0 | (1,883) | \$1.4100 | (\$2,655) |
| 4 | Total | (4,740) | 0 | 0 | 0 | 0 | (4,740) | | (\$11,950) |

Notes:

- 1) See Appendix D, Schedule 1, line 4, columns (k) through (m).
- 2) See Appendix F, Schedule 2, line 3, columns (k) through (m).
- 3) See Appendix A, Schedule 2, line 7, column (e).
- 4) See Appendix F, Schedule 2, line 8, columns (k) through (m).
- 5) Total gain being netted with fuel. See Appendix A, Schedule 2, line 10, column (e).
- 6) Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."

Wyoming Interstate Company, L.L.C.
Kanda System Receipts Subject to L&U by Contract - Refund Allocation
(Quantities (Dth) Subject to L&U)

| Line No. | Service Requester and Contract Number | Dec-23 | Jan-24 | Feb-24 | Total | Pro-Rata Refund Allocation |
|-----------------|----------------------------------------------|------------------|------------------|----------------|------------------|-----------------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) |
| 1 | BP ENERGY COMPANY - 200845 | 933,166 | 1,128,344 | 596,653 | 2,658,163 | \$9,289 |
| 2 | BP ENERGY COMPANY - 219230 | | 4,498 | | 4,498 | \$16 |
| 3 | CITADEL ENERGY MARKETING LLC - 212124 | 107,051 | | | 107,051 | \$374 |
| 4 | KM GAS MARKETING LLC - 220619 | | 3,711 | 338,500 | 342,211 | \$1,196 |
| 5 | TENASKA MARKETING VENTURES - 200848 | 7,200 | | | 7,200 | \$25 |
| 6 | TENASKA MARKETING VENTURES - 219999 | 300,506 | - | | 300,506 | \$1,050 |
| 7 | Total | 1,347,923 | 1,136,553 | 935,153 | 3,419,629 | \$11,950 |