



January 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 63 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 March 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	0.57%	-0.43%	0.14%	0.12%	0.02%	0.14%
Medicine Bow	0.22%	-0.04%	0.18%	0.04%	0.00%	0.04%
Piceance (WIC ML & Other PL)	0.24%	-0.17%	0.07%	0.00%	-0.18%	-0.18%
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 March 1, 2024. 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 increase to 0.14%. The Projected Fuel Requirement percentage increases to 0.57% primarily due to a decrease in projected throughput volumes without a corresponding decrease in fuel. The Fuel Requirement Adjustment increases to negative 0.43% from negative 0.45% and reflects 96,300 Dths of over-collected L&U from the September 2023 through November 2023 data collection period² being included in the Fuel Requirement Adjustment calculation. Also, the Fuel Requirement Adjustment calculation includes 16,839 Dth of over-collected L&U volumes that were deferred to future filings in Docket No. RP24-99-000.³ This results in a 0.14% total fuel retention percentage for the Mainline System.

Medicine Bow Lateral

The total fuel retention percentage for the Medicine Bow Lateral is proposed to increase to 0.18%. The Projected Fuel Requirement percentage increases to 0.22% primarily due to an increase in projected fuel volumes without a corresponding increase in projected throughput volumes. The Fuel Requirement Adjustment is unchanged at negative 0.04% and reflects 39,849 Dth of over-collected L&U volumes from the September 2023 through November 2023 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 0.07%. The Projected Fuel Requirement percentage is unchanged at 0.24% for the period these rates will be in effect. The Fuel Requirement Adjustment

² See Appendix A, Schedule 1, line 11, col. (b); Appendix A, Schedule 2, lines 4-10, col. (b). See also Section 13.3 of WIC's GT&C.

³ See Appendix A, Schedule 1, line 10, col. (b).

⁴ See Appendix A, Schedule 1, line 11, col. (c).

percentage decreases to negative 0.17% and reflects 886 Dth of over-collected L&U volumes from the September 2023 through November 2023 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁵ This Fuel Requirement Adjustment of negative 0.17% is intended to return 45,743 Dth of over-collected fuel volumes to Piceance shippers during the period these rates will be in effect. These percentages result in a 0.07% 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 December 2022 through November 2023. 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 96,300 Dth during the period of September 2023 through November 2023. As discussed earlier, 96,300 Dth of over-collected L&U volumes is being included in the calculation of the Mainline Fuel Requirement Adjustment.⁶ Accordingly, the total proposed L&U reimbursement percentage is 0.00% for the Mainline System.

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

⁶ See Appendix A, Schedule 1, line 11, col. (b).

As shown on Appendix A, Schedule 2, line 4, column (c), the Medicine Bow Lateral experienced a gain of L&U of 39,849 Dth for the period September 2023 through November 2023. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, this 39,849 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 886 Dth for the period September 2023 through November 2023. As discussed above in the section on the fuel percentage for the Piceance Lateral, the gain of 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% with 814 Dth of over-collected L&U from September 2023 through November 2023 deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff.⁷

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,⁸ WIC is submitting an eTariff XML filing package, which includes the following:

- a. a transmittal letter;

⁷ In 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), 95 Dth of over-collected L&U on the Kanda – Other Pipeline was deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff. This amount is also deferred in this filing and, as such, reflects the second filing in which this quantity is being deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff.

⁸ 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)	0.57%	-0.43%	0.14%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.57%	-0.43%	0.14%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.22%	-0.04%	0.18%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.22%	-0.04%	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	2.00%
L&U Percentage (Note 7)	n/a	n/a	0.00%

Total FL&U Percentage	n/a	n/a	2.00%
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	0.24%	-0.17%	0.07%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.24%	-0.17%	0.07%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.24%	-0.17%	0.07%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.24%	-0.17%	0.07%
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. 4557 %	-0. 4543 %	0. 0014 %
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 4557 %	-0. 4543 %	0. 0014 %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0. 1822 %	-0.04%	0. 1418 %
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 1822 %	-0.04%	0. 1418 %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	2.00%
L&U Percentage (Note 7)	n/a	n/a	0.00%

Total FL&U Percentage	n/a	n/a	2.00%
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	0.24%	-0.0417%	<u>0.2507%</u>
	L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	0.24%	-0.0417%	<u>0.2507%</u>
	L&U Percentage (Note 11)	0.00%	0.00%	0.00%
	Fuel Gas Percentage To Other Pipelines	0.24%	-0.0417%	<u>0.2507%</u>
	L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	0.24%	-0.0417%	<u>0.2507%</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.
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**Appendix A
FL&U Reimbursement Percentages**

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

(Quantities in Dth unless otherwise noted)

Line No.	Description	Mainline System	Medicine Bow	Piceance
	(a)	(b)	(c)	(d)
Current Period Retention Percentage ¹				
1	Fuel Gas Projected During Forecast Period (Mar 24 - May 24) ²	90,655	121,573	64,925
2	Fuel-Related Receipts (Throughput)	15,886,321	54,794,432	27,419,203
3	Projected Fuel Requirement [line 1 / line 2]	0.57%	0.22%	0.24%
Volumetric True-up Retention Percentage				
Current Deficiency/(Gain) for Sep 2023 - Nov 2023 Period				
4	Fuel Gas Consumed ³	152,052	98,467	91,796
5	Fuel Gas Retained - Current ⁴	151,365	87,684	132,903
6	Current Deficiency/(Gain) [line 4 - line 5]	687	10,783	(41,107)
True-up Deficiency/(Gain) for Sep 2023 - Nov 2023 Period				
7	Fuel Gas Sought for True-up ⁵	(107,472)	(36,109)	28,715
8	Fuel Gas Retained - True-up ⁶	(151,365)	(41,268)	32,465
9	True-up Deficiency/(Gain) [line 7 - line 8]	43,893	5,159	(3,750)
10	L&U Over-collection from Docket No. RP24-99-000 FL&U Filing ⁷	(16,839)		
11	L&U Over-collection from Sep 2023 - Nov 2023 Period ⁸	(96,300)	(39,849)	(886)
12	Net Deficiency/(Gain) to be Trued-up During Mar 2024 - May 2024 [line 6 + line 9 + line 10 + line 11]	(68,558)	(23,907)	(45,743)
13	Fuel-Related Receipts (Throughput)	15,886,321	54,794,432	27,419,203
14	Fuel Requirement Adjustment [line 12 / line 13]	-0.43%	-0.04%	-0.17%
15	Total Fuel Retention Percentage [line 3 + line 14]	0.14%	0.18%	0.07%

Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of March 2024 - May 2024 divided by forecasted receipts expected during the same period.
- 2) Excludes quantities associated with off-system capacity, including the FL&U from MountainWest Overthrust Pipeline, LLC and the Bakken Leased Capacity. Off-system FL&U is directly assessed to all shippers using WIC's off-system capacity.
- 3) See Appendix E, Schedule 1, col. (o). 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. 11, Docket No. RP23-932-000 (July 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 11, col. (b) of WIC's Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Docket No. RP24-99-000, (Oct. 31, 2023). After the application of the 16,839 Dth of over-collected L&U volumes to the fuel volumes, no over-collected L&U remains (16,839 Dth - 16,839 Dth = 0 Dth).
- 8) 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	(288,456)	(109,241)	(3,584)	(1,157)
2	L&U Receipts (Throughput) ³	515,146,834	184,160,167	7,217,538	2,849,582
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 Sep 2023 - Nov 2023 Period					
4	L&U Experienced ⁴	(96,300)	(39,849)	(886)	(814)
5	L&U Retained - Current ⁵	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(96,300)	(39,849)	(886)	(814)
True-up Deficiency/(Gain) for Sep 2023 - Nov 2023 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	(96,300)	(39,849)	(886)	-
11	L&U to be Deferred to a Future Filing ⁹	-	-	-	(814)
12	Net Deficiency/(Gain) to be Trued-up During Mar 2024 - May 2024 [line 6 + line 9 - line 10 - line 11]	(0)	-	-	-
13	L&U-Related Receipts for Mar 2024 - May 2024 ¹⁰	122,585,498	44,927,152	1,921,562	112,463
14	L&U Requirement Adjustment [line 12 / line 13]	0.00%	0.00%	0.00%	0.00%
15	Total L&U Retention Percentage [line 3 + line 14]	0.00%	0.00%	0.00%	0.00%

Notes:

- 1) The current period retention percentage is based on the L&U experienced during the 12-month period ending November 2023 as shown on Schedule 1 of Appendix D divided by receipts experienced during the same period.
- 2) Excludes quantities associated with off-system capacity, including the FL&U from MountainWest Overthrust Pipeline, LLC. and the Bakken Leased Capacity. Off-system FL&U is directly assessed to shippers using WIC's off-system capacity.
- 3) L&U receipts are forecasted for the current period based on historical data from December 2022 through November 2023. See Appendix C, Schedule 1, lines 4-7, col. (n).
- 4) See Appendix D, Schedule 1, lines 2-6, col. (p).
- 5) See Appendix F, Schedule 2, lines 1-5, col. (o).
- 6) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 12, Docket No. RP23-932-000 (July 31, 2023).
- 7) See Appendix F, Schedule 2, lines 6-10, col. (o).
- 8) The quantities on this line will be applied to the appropriate Fuel quantities on Schedule 1, line 11 of Appendix A of this filing.
- 9) The quantities on this line will be deferred to a future filing. The Kanda deferral quantities were set to a level that resulted in a total L&U Retention Percentage of 0.00%.
- 10) 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 March 2024 through May 2024, WIC is using receipts experienced during March 2023 through May 2023 to reasonably estimate L&U-related receipts.

**Wyoming Interstate Company, L.L.C.
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**Appendix B
Physical Gas Balance**

**Wyoming Interstate Company, L.L.C.
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**Appendix C
Throughput**

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

Line No.	Item	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Total	Mar-23 - May-23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel-Related Receipts (Dth)¹															
1	Mainline	19,768,379	20,982,569	16,292,766	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	168,382,296	35,418,755
2	Medicine Bow	13,263,633	13,489,557	11,749,307	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	183,163,282	44,735,511
3	Piceance	13,260,752	12,201,250	10,615,586	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	142,589,658	36,318,534
L&U-Related Receipts (Dth)															
4	Mainline	50,342,001	49,646,352	42,367,795	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	515,146,834	122,585,498
5	Medicine Bow	13,291,649	13,504,355	11,752,351	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	184,160,167	44,927,152
6	Kanda	13,855	1,001,379	323,200	91,987	20,476	-	-	150,690	111,224	-	128,012	1,008,759	2,849,582	112,463
7	Piceance - Other Pipeline	1,570,441	858,439	351,542	262,505	353,820	1,305,237	276,512	435,359	666,221	422,241	226,636	488,585	7,217,538	1,921,562

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

**Wyoming Interstate Company, L.L.C.
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**Appendix D
L&U Allocation**

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

Line No.	Item	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Total	Prior Period	Sep-23 - Nov-23 Plus PPA
															Adj. ³	in Col. (o)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
1	System L&U ²	20,612	13,440	(57,081)	(62,675)	(67,698)	(71,216)	17,712	9,783	(67,446)	(49,635)	(43,839)	(44,394)	(402,438)	19	(137,849)
L&U Allocation																
2	Mainline	15,911	10,264	(44,135)	(46,086)	(50,172)	(49,117)	12,620	6,922	(48,348)	(35,052)	(31,628)	(29,634)	(288,456)	14	(96,300)
3	Medicine Bow	4,201	2,792	(12,243)	(16,212)	(17,086)	(20,346)	5,001	2,763	(18,257)	(14,207)	(11,962)	(13,685)	(109,241)	5	(39,849)
4	Kanda	4	207	(337)	(98)	(24)	-	-	25	(120)	-	(90)	(724)	(1,157)	-	(814)
5	Piceance - All	496	177	(366)	(279)	(416)	(1,753)	91	73	(721)	(376)	(159)	(351)	(3,584)	-	(886)
6	Total System L&U	20,612	13,440	(57,081)	(62,675)	(67,698)	(71,216)	17,712	9,783	(67,446)	(49,635)	(43,839)	(44,394)	(402,438)	19	(137,849)

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 delivery volume adjustments for July and August 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	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Total	Sep-23 - Nov-23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel Gas Used (FERC Accounts 810 and 812, Excluding Capitalized Gas) (Dth)¹															
1	Mainline	68,341	65,398	56,556	61,852	47,968	52,283	44,803	52,237	61,009	46,657	49,083	56,311	662,499	152,052
2	Medicine Bow	35,478	35,075	31,341	34,147	32,780	30,996	30,148	31,632	30,161	29,661	32,450	36,356	390,226	98,467
3	Piceance	10,000	22,363	20,232	54,514	37,802	19,310	43,702	29,424	28,034	24,637	32,683	34,476	357,178	91,796
4	Total	113,819	122,836	108,129	150,513	118,551	102,589	118,653	113,293	119,204	100,955	114,217	127,143	1,409,903	342,315

Notes:

1) Excludes off-system fuel directly retained.

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

Quantity (Dth)

Line No.	Item	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	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	15,679	13,352	11,914	13,787	11,620	10,439	4,635	8,640	14,568	3,712	2,346	7,772	118,464
2	DOUGLAS COMP. STA. TOTAL FUEL	33,943	34,140	30,554	33,325	31,876	30,075	29,313	30,685	29,384	28,834	31,642	35,392	379,164
3	ECHO JUNCTION COMPRESSOR FUEL	9,042	9,274	8,414	8,297	6,818	7,377	7,230	8,147	8,602	6,737	8,056	7,030	95,023
4	HAROLD BURROW COMPRESSOR STATION	-	-	-	-	-	-	-	-	-	-	0	-	0
5	LARAMIE WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
6	PICEANCE LATERAL COMPRESSOR FUEL	7,739	19,317	17,280	37,865	34,950	16,958	41,213	27,406	20,611	22,496	26,615	31,607	304,057
7	RAWLINS TO WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
8	SNAKE RIVER COMPRESSOR	0	-	-	13,327	1	1	22	-	4,966	-	3,291	0	21,607
9	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
10	WIC WAMSUTTER COMPRESSOR FUEL	41,862	41,109	34,695	38,342	28,464	32,698	32,306	34,561	36,144	35,636	37,796	38,895	432,508
11	WIC-CHEYENNE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Total	108,266	117,192	102,857	144,944	113,729	97,547	114,719	109,440	114,274	97,413	109,747	120,696	1,350,823
13	FERC Account 812 - Other Fuel Gas ¹	5,554	5,644	5,273	5,569	4,822	5,042	3,934	3,854	4,930	3,542	4,470	6,447	59,081

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	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Total	Sep-23 - Nov-23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel-Current															
1	Mainline	94,766	100,733	78,156	72,312	65,965	49,321	57,431	80,745	87,802	46,670	51,936	52,759	838,596	151,365
2	Medicine Bow	25,203	25,667	22,340	27,414	25,984	27,097	28,693	31,288	31,829	26,915	28,570	32,199	333,199	87,684
3	Piceance	13,173	12,224	10,602	26,617	25,648	20,276	29,004	26,799	29,729	42,178	45,761	44,964	326,975	132,903
4	Total Fuel-Current	133,142	138,624	111,098	126,343	117,597	96,694	115,128	138,832	149,360	115,763	126,267	129,922	1,498,770	371,952
Fuel-True-up															
5	Mainline	(53,268)	(56,656)	(43,976)	40,997	37,489	27,988	2,893	4,174	4,490	(46,670)	(51,936)	(52,759)	(187,234)	(151,365)
6	Medicine Bow	(1,378)	(1,385)	(1,193)	6,112	5,781	5,986	9,105	9,867	10,046	(12,729)	(13,409)	(15,130)	1,673	(41,268)
7	Piceance	(13,173)	(12,224)	(10,602)	5,322	5,130	4,038	10,538	9,692	10,762	10,300	11,180	10,985	41,948	32,465
8	Total Fuel-True-up	(67,819)	(70,265)	(55,771)	52,431	48,400	38,012	22,536	23,733	25,298	(49,099)	(54,165)	(56,904)	(143,613)	(160,168)

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

Line No.	Item	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Total	Sep-23 - Nov-23
	(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	-