



January 29, 2021

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

Attention: Ms. Kimberly D. Bose, Secretary

Re: Quarterly Recomputation of Fuel and
Lost and Unaccounted-for Percentages,
Wyoming Interstate Company, L.L.C.;
Docket No. RP21-

Commissioners:

Wyoming Interstate Company, L.L.C. ("WIC") tenders for filing and acceptance by the Federal Energy Regulatory Commission ("Commission") Version 48 of Part II: Statement 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, 2021, 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 General Terms & Conditions ("GT&C") 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

	<u>Proposed Fuel Rates (Instant Filing):</u>			<u>Change from Percentages Currently In Effect:</u>		
	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	0.42%	-0.42%	0.00%	-0.07%	0.07%	0.00%
Powder River	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Medicine Bow	0.24%	-0.18%	0.06%	0.02%	0.04%	0.06%
Piceance (WIC ML & Other PL)	0.49%	-0.43%	0.06%	0.04%	-0.30%	-0.26%
Kanda Incremental (WIC ML and Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Diamond Mountain (WIC ML and Other PL)	1.40%	0.31%	1.71%	0.00%	0.30%	0.30%
	<u>Proposed L&U Rates (Instant Filing):</u>			<u>Change From Percentages Currently in Effect:</u>		
	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%
Powder River	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 and Kanda Diamond Mountain (WIC ML)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Incremental and Kanda Diamond Mountain (Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

¹ 18 C.F.R. §§ 154.201 – 154.210 (2020).

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, 2021. 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, Powder River, Medicine Bow, Piceance and Kanda Lateral systems, as shown above, is detailed in Appendices A through G included herewith.

Mainline

As noted in Table A above, the total fuel retention percentage for the Mainline System remains the same at 0.00%. The Projected Fuel Requirement percentage decreases to 0.42% from the current Projected Fuel Requirement of 0.49% due primarily to an increase in expected throughput while the associated fuel consumption is expected to remain relatively unchanged for the period in which the proposed fuel rates will be in effect. The Fuel Requirement Adjustment increases to negative 0.42% from a negative 0.49% and reflects 146,160 Dths of over-collected L&U from the September 2020 through November 2020 data collection period² being included in the Fuel Requirement Adjustment calculation. In addition, 45,103 Dth of over-collected L&U that was deferred to future filings in Docket No. RP21-147-000 is also being included in that calculation.³ Schedule 2 of Appendix A and the L&U Requirement Adjustment section of this transmittal letter provide more details on the L&U volumes. These adjustments result in a 0.00% total fuel retention percentage for the Mainline System.

Powder River Lateral

The total fuel retention percentage for the Powder River Lateral is set at 0.00%. From September 2020 to November 2020, the Powder River Lateral did not have any throughput.⁴ In past filings, WIC assigned a portion of the Cheyenne Station fuel to the Powder River Lateral fuel rate based on the required horsepower increase associated with the Powder River Lateral expansion (see Docket No. CP98-128-000, et al.). However, since no quantities have been transported on the Powder River Lateral during the recent past or are expected during the time these percentages are in effect, fuel burned at the Cheyenne Station⁵ should not be allocated to transport on the Powder River

² See Appendix A, Schedule 1, line 12, col. (b); Appendix A, Schedule 2, lines 4-10, col. (b). See also GT&C Section 13.3 of WIC's Tariff.

³ See Appendix A, Schedule 2, line 11, col. (b) in WIC's quarterly FL&U filing in Docket No. RP21-147-000.

⁴ See Appendix C, Schedule 1, line 3, cols. (b) through (m) of this filing for throughput on the Powder River Lateral.

⁵ Appendix G, Schedule 1 shows no allocation from December 2019 to November 2020.

Lateral. Therefore, consistent with previous FL&U filings, WIC is proposing a Projected Fuel Requirement of 0.00%, as well as a Fuel Requirement Adjustment of 0.00%, for a total fuel retention percentage of 0.00%.

Medicine Bow Lateral

The total fuel retention percentage for the Medicine Bow Lateral is proposed to increase to 0.06%. The Projected Fuel Requirement percentage increased to 0.24% due to a decrease in projected throughput while projected fuel use remained relatively unchanged. The Fuel Requirement Adjustment increased to negative 0.18% and reflects 76,576 Dth of over-collected L&U volumes from the September 2020 through November 2020 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁶ In addition, 20,909 Dth of over-collected L&U volumes that were deferred to future filings in WIC's quarterly F&U filing in Docket No. RP20-1053-000 were included in that calculation.⁷ Schedule 2 of Appendix A and the L&U Requirement Adjustment section of this transmittal letter provide more details on the L&U volumes. These adjustments result in a 0.06% total fuel retention percentage for the Medicine Bow Lateral.

Piceance Lateral

The proposed total fuel retention percentage for the Piceance Lateral is 0.06%. The Projected Fuel Requirement percentage increased from the currently effective rate of 0.45% to 0.49% due to a disproportionate decrease in forecasted throughput versus the associated fuel consumption for the time these rates will be in effect. The Fuel Requirement Adjustment percentage decreases to negative 0.43% from the current negative 0.13% primarily due to an increase in over-collected fuel volumes in the September 2020 to November 2020 data collection period.⁸ This new Fuel Requirement Adjustment of negative 0.43% is intended to return the over-collected volumes to Piceance shippers during the period these rates will be in effect and results in a 0.06% total fuel retention percentage for the Piceance Lateral.

Kanda Lateral

On the Kanda Lateral, the total fuel retention percentage for the Diamond Mountain Compressor Station is proposed to be 1.71% which is an increase from the 1.41% total fuel retention percentage currently in effect. WIC is forecasting fuel burn and throughput similar to historical usage on Kanda during the time these rates are in effect. Therefore, the Projected Fuel Requirement percentage is proposed to remain at 1.40%. The Fuel Requirement Adjustment will increase

⁶ See Appendix A, Schedule 1, line 12, col. (d).

⁷ See Appendix A, Schedule 1, line 10, col. (d).

⁸ See Appendix A, Schedule 1, lines 4-9, col. (e).

to 0.31% from 0.01% due to an increase in under-collected volumes from the rates established in Docket No. RP20-1053-000. Also, 15 Dth of over-collected L&U volumes from the September 2020 through November 2020 data collection period are being included in the calculation of the Fuel Requirement Adjustment.⁹ These adjustments result in a 1.71% total fuel retention percentage for the Kanda 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 2019 through November 2020. 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 which would otherwise have resulted from the use of the overall "gain". Instead, Section 13.3 of the GT&C sets the projected L&U percentage 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 287,736 Dth during the period of September through November 2020. In addition, WIC had previously deferred 45,103 Dth of over-collected Mainline L&U in its quarterly FL&U filing in Docket No. RP21-147-000. Consistent with the tariff and as discussed earlier,¹⁰ the 45,103 Dth of deferred Mainline over-collected L&U is being included in the calculation of the Mainline Fuel Requirement Adjustment.¹¹ Also, 146,160 Dth out of the previously mentioned 287,736 Dth of over-collected L&U volumes is included in that

⁹ See Appendix A, Schedule 1, line 12, col. (f).

¹⁰ See GT&C Section 13.3.

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

calculation. The remaining 141,576 Dth of over-collected L&U quantities on the Mainline is proposed to be cashed out pursuant to GT&C Section 13.5 of WIC's tariff.¹² 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 (d), the Medicine Bow lateral experienced a gain of L&U of 76,576 Dth for the period September 2020 through November 2020. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, this 76,576 Dth of over-collected L&U volumes is being included in the calculation of the Fuel Requirement Adjustment. In addition, the remaining 20,909 Dth of the 31,368 Dth of over-collected L&U volumes that were deferred to future periods in WIC's quarterly FL&U filing in Docket No. RP20-1053-000 are being included in that calculation.¹³ As such, all deferred and over-collected L&U volumes for the Medicine Bow lateral have been applied to the Medicine Bow Fuel Requirement Adjustment resulting in a total proposed L&U reimbursement percentage of 0.00% for the Medicine Bow Lateral.

The Powder River and Piceance-Other Pipeline total proposed L&U reimbursement percentages are 0.00% based on the expected throughput for both of these systems during the time period these rates will be in effect. The Kanda – Other Pipeline total proposed L&U reimbursement percentage also remains at 0.00% and 15 Dth of over-collected L&U is included in the calculation of the Fuel Requirement Adjustment for the Kanda Diamond Mountain System.

Cash Out of L&U Over-Collection

Mainline

As detailed in Appendices A and H, WIC has over-collected L&U quantities of 141,576 Dth associated with the Mainline System, for the period of October 2020 to November 2020, after the application of 146,160 Dth to the calculation of the Mainline Fuel Reimbursement Percentage.¹⁴ Pursuant to the terms of Section 13.5(d) of WIC's tariff, WIC must cash out Excess L&U

¹² Including the remaining 141,576 Dth of over-collected L&U in the Fuel Requirement Adjustment calculation would cause that percentage to be less than zero percent which is prohibited by GT&C Section 13.3.

¹³ See Appendix A, Schedule 1, line 10, col. (d). Also, see Appendix A, Schedule 2, line 12, col. (d) in Docket No. RP20-1053-000 in which a total amount of 31,368 Dth was deferred to future filings. In Appendix A, Schedule 1, line 10, col. (d) of the Docket No. RP21-147-000 filing, 10,459 Dth of the total 31,368 Dth was applied to the fuel volumes. As such, 20,909 Dth remain (31,368 Dth – 10,459 Dth = 20,909 Dth) and are being applied to the fuel volumes in the instant filing.

¹⁴ See Appendix A, Schedule 2, line 11, col. (b).

quantities exceeding 50,000 Dth. As such, WIC proposes to cash out the remaining over-collected L&U quantities on the Mainline System.

WIC calculated the value associated with the Excess L&U quantities by using the applicable month's Cash Out Index Price.¹⁵ The calculation results in a total cash-out refund of \$310,756 for shippers on the Mainline System. WIC allocated the value of the Excess L&U pro-rata to each Mainline System shipper based on total throughput for October 2020 to November 2020 which are the months the over-collection and resulting Excess L&U occurred. See Appendix H, Schedules 1 and 2 in the attached work papers for details.

Procedural Matters

In accordance with the applicable provisions of Part 154 of the Commission's regulations,¹⁶ 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-H in PDF format.

WIC respectfully requests the Commission accept the tendered tariff record for filing and permit it to become effective on March 1, 2021, which is not less than 30 days following the date of this filing. With respect to any tariff provisions the Commission allows to go into effect without change, WIC hereby moves to place the tendered tariff provisions into effect at the end of a minimal suspension period specified by the Commission.

Additionally, pursuant to 18 C.F.R. § 154.7(a)(7) (2020) of the Commission's regulations, WIC respectfully requests that the Commission grant all other necessary waivers in order to effectuate this filing.

¹⁵ 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."

¹⁶ 18 C.F.R. §§ 154.101 - 154.603 (2020).

Correspondence and communications concerning this filing should be directed to:

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These persons have been designated for service in accordance with Rule 203 of the Commission's Rules of Practice and Procedure (18 C.F.R. § 385.203 (2020)).

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

Respectfully submitted,

WYOMING INTERSTATE COMPANY, L.L.C.

By: _____ /s/_____
M. Catherine Rezendes
Director, Rates

Enclosures

Certificate of Service

I hereby certify that I have this day caused a copy of the foregoing document to be served upon all shippers on WIC's system and interested state regulatory commissions, in accordance with the requirements of Section 154.208 and 385.2010 of the Federal Energy Regulatory Commission's Rules of Practice and Procedures.

Dated at Colorado Springs, Colorado as of this 29th day of January, 2021.

/s/

M. Catherine Rezendes

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**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
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**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 (a)	Mainline System (b)	Powder River (c)	Medicine Bow (d)	Piceance (e)	Diamond Mountain (f)
Current Period Retention Percentage ¹						
1	Fuel Gas Projected During Forecast Period (Mar 21 - May 21) ²	90,061	-	76,147	90,842	104,880
2	Fuel-Related Receipts (Throughput)	21,517,134	-	32,109,639	18,585,017	7,491,403
3	Projected Fuel Requirement [line 1 / line 2]	0.42%	0.00%	0.24%	0.49%	1.40%
Volumetric True-up Retention Percentage						
Current Deficiency/(Gain) for Sep 2020 - Nov 2020 Period						
4	Fuel Gas Consumed ³	215,385	-	100,566	93,245	1,717
5	Fuel Gas Retained - Current ⁴	219,313	-	95,723	172,448	-
6	Current Deficiency/(Gain) [line 4 - line 5]	(3,928)	-	4,843	(79,203)	1,717
True-up Deficiency/(Gain) for Sep 2020 - Nov 2020 Period						
7	Fuel Gas Sought for True-up ⁵	(114,190)	(7,842)	(61,651)	(4,280)	21,769
8	Fuel Gas Retained - True-up ⁶	(219,320)	-	(95,723)	(2,762)	-
9	True-up Deficiency/(Gain) [line 7 - line 8]	105,130	(7,842)	34,072	(1,518)	21,769
10	L&U Over-collection from Docket No. RP20-1053-000 FL&U Filing ⁷	-	-	(20,909)	-	-
11	L&U Over-collection from Docket No. RP21-147-000 FL&U Filing ⁸	(45,103)	-	-	-	-
12	L&U Over-collection from September 2020 - November 2020 Period ⁹	(146,160)	-	(76,576)	-	(15)
13	Net Deficiency/(Gain) to be Trued-up During Mar 2021 - May 2021 [line 6 + line 9 + line 10 + line 11 + line 12]	(90,061)	(7,842)	(58,570)	(80,721)	23,471
14	Fuel-Related Receipts (Throughput)	21,517,134	-	32,109,639	18,585,017	7,491,403
15	Fuel Requirement Adjustment [line 13 / line 14]	-0.42%	0.00%	-0.18%	-0.43%	0.31%
16	Total Fuel Retention Percentage [line 3 + line 15]	0.00%	0.00%	0.06%	0.06%	1.71%

Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of March 2021 - May 2021 divided by forecasted receipts expected during the same period.
- 2) Excludes quantities associated with off-system capacity, including Overthrust FL&U. 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 1-6, col. (o).
- 5) See Appendix A, Schedule 1, line 11 of WIC's quarterly FL&U filing in Docket No. RP20-1053-000.
- 6) See Appendix F, Schedule 1, lines 7-12, col. (o).
- 7) The quantities on this line are being applied from over-collected L&U volumes from Appendix A, Schedule 2, line 12 of WIC's quarterly FL&U filing in Docket No. RP20-1053-000. After the application of 10,459 Dth of over-collected L&U volumes to the fuel volumes in WIC's quarterly FL&U filing in Docket No. RP21-147-000 (Appendix A, Schedule 1, line 10), 20,909 Dth of over-collected L&U remains (31,368 Dth - 10,459 Dth = 20,909 Dth) and will be applied to the fuel volumes in the instant filing.
- 8) The quantities on this line are being applied from over-collected L&U volumes from Appendix A, Schedule 2, line 11 of WIC's quarterly FL&U filing in Docket No. RP21-147-000.
- 9) 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)	Powder River (c)	Medicine Bow (d)	Piceance - Other Pipeline (e)	Kanda - Other Pipeline (f)
Current Period Retention Percentage¹						
1	L&U Projected During Forecast Period ²	(983,448)	-	(235,347)	-	(190)
2	L&U Receipts (Throughput) ³	697,397,448	-	169,263,547	-	123,009
3	Projected L&U Requirement [line 1 / line 2; if less than zero, reflected zero]	0.00%	0.00%	0.00%	0.00%	0.00%
Volumetric True-up Retention Percentage						
Current Deficiency/(Gain) for Sep 2020 - Nov 2020 Period						
4	L&U Experienced ⁴	(287,736)	-	(76,576)	-	(15)
5	L&U Retained - Current ⁵	-	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(287,736)	-	(76,576)	-	(15)
True-up Deficiency/(Gain) for Sep 2020 - Nov 2020 Period						
7	L&U Sought for True-up ⁶	-	1,876	-	250	-
8	L&U Gas Retained - True-up ⁷	-	-	-	-	-
9	L&U True-up Deficiency/(Gain) [line 7 - line 8]	-	1,876	-	250	-
10	L&U to be Netted ⁸	(146,160)	-	(76,576)	-	(15)
11	L&U From Instant Filing to be Cashed-Out ⁹	(141,576)	-	-	-	-
12	Net Deficiency/(Gain) to be Trued-up During Mar 2021 - May 2021 [line 6 + line 9 - line 10 - line 11]	(0)	1,876	-	250	-
13	L&U-Related Receipts for Mar 2021 - May 2021 ¹⁰	178,851,920	-	41,348,487	-	2,349
14	L&U Requirement Adjustment [line 12 / line 13]	0.00%	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%	0.00%

Notes:

- The current period retention percentage is based on the L&U experienced during the 12-month period ending November 2020 as shown on Schedule 1 of Appendix D divided by receipts experienced during the 12 month period ending November 2020.
- Excludes quantities associated with off-system capacity, including Overthrust FL&U. Off-system FL&U is directly assessed to shippers using WIC's off-system capacity.
- L&U receipts forecasted for current period based on historical data from December 2019 through November 2020. See Appendix C, Schedule 1, lines 6-10, col. (n).
- See Appendix D, Schedule 1, lines 2-7, col. (p).
- See Appendix F, Schedule 2, lines 1-6, col. (o).
- See Appendix A, Schedule 2, line 13 of WIC's quarterly FL&U filing in Docket No. RP20-1053-000.
- See Appendix F, Schedule 2, lines 7-12, col. (o).
- The quantities on this line will be applied to the appropriate Fuel quantities on Schedule 1 line 12 of Appendix A of this filing.
- The quantities on this line will be cashed-out; see Appendix H, Schedules 1 and 2.
- See Appendix C, Schedule 1, lines 6-10, col. (o). Since the true-up requirement calculated here will be sought to be recovered during the months of March 2021 through May 2021, WIC is using receipts experienced during March 2020 through May 2020 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.
Physical Gas Balance

Line No.	Item	Receipts (Dth)												Total
		Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
1	ANTELOPE (AMS) (892022)	1,549,005	1,396,894	934,517	1,240,781	857,535	499,777	667,779	1,343,476	1,267,303	1,065,234	976,893	857,682	12,656,877
2	BOWIE (BOW) (800104)	6,600,487	6,542,047	3,861,192	6,157,739	5,486,122	5,269,700	5,226,446	3,940,311	3,460,850	3,155,640	4,272,431	1,841,453	55,814,419
3	BAXTER TO WIC (BTW) (800116)	3,789,379	4,573,561	4,308,301	4,708,936	4,591,366	4,928,567	4,759,158	4,456,252	3,885,586	3,127,772	3,669,273	3,963,634	50,761,786
4	BITTER CREEK (BTC) (800115)	1,196,089	1,029,710	653,095	860,374	124,905	153,895	83,590	347,379	890,790	1,878,253	2,956,977	2,883,042	13,058,098
5	BRONZE DOME (BZD) (896107)	-	-	-	-	-	-	-	-	-	-	-	-	-
6	BUCKING HORSE (BKH) (47849)	4,240,084	4,517,288	4,188,511	4,395,086	3,407,552	2,196,530	2,219,472	2,336,233	2,099,407	2,117,849	2,095,177	2,686,687	36,499,876
7	CHALK BUTTES (CBR) (50156)	-	31,732	1,328,169	2,329,186	1,295,562	2,907,416	3,452,219	1,901,438	3,705,260	4,476,538	4,517,655	25,945,175	52,245
8	CHEYENNE JUMPER TO WELD (49841)	-	-	52,245	-	-	-	-	-	-	-	-	-	-
9	WIC/GN SPARROW DELIVERY WELD (50528)	4,874,450	5,677,655	3,598,046	3,381,818	5,119,873	5,823,188	3,818,435	6,026,792	5,581,278	5,391,625	5,881,998	7,779,817	62,954,978
10	COTTONWOOD (CTW) (896060)	260,708	143,430	73,442	17,118	75,841	10,813	119,599	126,489	610,408	640,551	327,659	52,017	2,458,074
11	CRESTON (CR) (896054)	828,176	577,742	319,173	347,318	867,735	922,972	1,424,437	914,420	1,329,673	1,891,003	1,555,740	1,522,149	12,241,538
12	FLYING HAWK (FLY) (800245)	23,530,048	22,417,958	21,036,452	22,926,577	23,739,092	24,568,126	20,230,973	17,189,594	17,473,189	16,037,468	16,498,844	8,756,094	234,404,414
13	GOLDEN DOME (GLD) (800273)	4,424,540	4,062,382	3,858,411	3,879,966	3,403,048	3,675,909	3,076,767	3,194,654	3,048,365	2,935,668	3,354,267	3,183,610	42,097,585
14	KANDA TO WIC-QUESTAR (KAW) (800336)	5	1	6	-	-	-	-	417	2	1	-	-	432
15	LARAMIE-WIC (LAW) (800367)	-	-	-	-	-	0	126	-	-	-	72	-	198
16	LOST CREEK WIC (LCW) (896043)	-	-	-	-	-	-	-	-	-	-	-	-	-
17	MEDICINE BOW (MBW) (896031)	3,814,012	3,795,098	3,433,348	3,702,612	3,631,965	3,620,393	1,346,279	1,008,254	924,345	3,206,354	3,488,372	3,487,291	35,458,324
18	OVERTHRUST/ WIC (OVW) (800528)	-	-	-	-	-	-	-	-	-	-	-	-	-
19	RAWLINS TO WIC (RTW) (800666)	-	-	-	-	-	1	0	-	1	-	-	-	2
20	RED RIM (RIM) (800633)	326,505	323,324	295,299	313,995	314,309	322,490	303,603	300,443	290,740	280,499	276,711	274,068	3,621,986
21	RIO BLANCO (RBL) (896062)	3,612,918	2,637,067	2,603,685	2,762,752	7,223,147	4,939,071	3,461,356	4,661,650	4,515,140	3,855,233	3,645,773	1,245,882	45,163,683
22	SILO PLANT (48646)	207,967	248,083	182,558	167,592	38,074	24,708	63,702	42,416	90,996	88,741	108,546	106,413	1,369,796
23	THUNDER CREEK (TCR) (896029)	7,839,112	7,419,597	6,376,791	5,942,485	3,867,435	2,241,424	2,325,865	2,946,389	5,043,038	3,625,778	3,057,040	2,112,168	53,102,168
24	TRAPPERS LAKE (TPL) (800722)	6,196,948	5,853,448	5,167,156	5,016,999	3,247,951	2,938,193	5,001,685	3,601,061	4,952,313	5,966,419	5,694,433	7,127,760	60,764,364
25	WALCOTT JUNCTION (WAL) (47968)	-	-	18,863	10,817	-	-	-	150	0	-	-	-	29,830
26	WAMSUTTER TO WIC (WAW) (800760)	4,229	-	-	-	-	-	-	-	-	-	-	-	4,229
27	WAPITI (WAP) (896017)	274,202	249,426	364,368	321,586	81,314	85,500	93,884	93,162	111,536	121,140	94,677	101,003	1,991,798
28	YELLOW JACKET PASS (YLP) (896061)	82,513	524,196	307,437	733,098	16,005	210	338,029	303,141	3,546	3,373	27,138	80,150	2,418,836
29	Total Receipts	73,651,378	71,988,905	61,664,628	68,215,817	68,163,452	63,517,030	57,468,601	56,284,902	57,479,943	59,093,860	62,458,558	52,883,634	752,870,711
30	OFF-SYSTEM OVERTHRUST FL&U ¹	34,060	34,546	33,751	29,118	26,440	32,741	20,332	20,328	18,613	19,050	20,880	21,015	310,874
31	OFF-SYSTEM WHITE RIVER HUB FL&U ¹	-	-	-	-	-	-	-	-	-	-	-	-	-
32	OFF-SYSTEM ROCKIES EXPRESS PIPELINE FL&U ¹	-	-	-	-	-	-	-	-	-	-	-	-	-
33	Net Linepack Decrease	18,464	-	104,241	-	-	-	65,348	-	42,537	54,062	-	51,174	335,826
34	Total System Receipts	73,703,901	72,023,451	61,698,379	68,349,176	68,189,892	63,549,771	57,554,282	56,305,230	57,541,093	59,166,972	62,479,438	52,955,823	753,517,410

Line No.	Item	Deliveries (Dth)												Total
		Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	
35	CHROME DOME (CHD) (800140)	-	-	2,757	-	-	-	62,852	-	22,898	713	-	-	89,219
36	BITTER CREEK (BTC) (800115)	1	-	-	0	0	-	-	0	-	-	-	-	1
37	BOWIE (BOW) (800104)	-	-	-	-	-	-	1,861	-	6,906	1	12,259	21,026	1,026
38	BUCKING HORSE (BKD) (47848)	82,817	88,250	85,988	90,008	50,269	68,937	66,960	62,014	54,496	57,576	59,094	41,777	808,185
39	CHALK BUTTES (CBB) (50472)	5,399	4,943	39,377	2,369	0	1,724	-	-	-	8,054	860	-	62,726
40	CURLEY (CUR) (800184)	9,111,786	9,519,646	7,350,445	6,944,363	9,861,932	11,598,061	6,026,061	10,075,470	9,871,247	7,289,743	10,658,015	4,146,199	102,452,970
41	DOVER (DOV) (800212)	5,282,281	5,127,195	2,832,078	4,374,618	5,291,709	5,226,837	5,049,446	4,137,883	3,847,114	2,897,018	3,959,569	1,754,061	49,779,810
42	DULLKNIFE (DUL) (896002)	18,318,750	18,023,015	15,668,380	20,351,966	19,588,414	17,631,317	13,691,081	12,847,718	7,762,481	10,091,766	9,503,924	10,357,080	173,835,892
43	FLYING HAWK (FLY) (800245)	-	-	-	-	-	-	-	-	-	-	-	-	-
44	HAPPY JACK (49167)	187	142	316	148	96	81	74	149	84	0	176	-	1,452
45	LITTLE WOLF (LTW) (896018)	-	-	-	-	-	-	-	-	-	-	-	-	-
46	OTTO ROAD (49168)	518,443	596,187	561,749	567,194	566,696	575,489	540,020	537,497	541,757	560,722	593,562	543,923	6,703,240
47	OVERTHRUST/ WIC (OVW) (800528)	17,746,619	17,265,044	16,098,225	17,027,790	15,200,715	13,066,674	13,061,081	12,349,974	16,231,473	16,878,824	17,803,508	17,620,082	190,350,009
48	OWL CREEK (OWL) (896026)	3,856,766	2,906,985	4,365,241	2,459,709	2,193,364	1,630,027	2,005,320	3,763,419	5,225,118	3,981,645	2,542,502	3,181,580	38,111,676
49	RAWLINS TO WIC (RTW) (800666)	3,692,413	3,492,860	2,557,496	2,861,656	3,179,308	3,784,417	2,300,624	2,981,840	2,332,731	3,398,980	3,168,065	2,182,889	35,933,279
50	ROCKPORT (RKP) (896021)	2,294,949	2,088,511	1,371,110	1,717,152	3,183,854	3,189,060	3,088,898	2,318,358	1,471,793	2,718,674	2,929,566	1,460,535	27,832,460
51	SILVER DOME (SLD) (896080)	-	-	-	-	-	20	-	-	-	61,024	-	-	61,044
52	SITTING BULL (STB) (896084)	851,807	885,465	748,632	789,560	532,020	-	392,345	871,824	772,239	658,084	792,102	255,359	7,549,435
53	SWEETWATER (SWT) (800709)	-	-	1	-	2	-	-	-	-	21,393	-	-	21,396
54	TAFT (TFT) (54065)	615,390	954,335	837,834	556,170	311,622	328,482	402,510	412,867	305,788	389,249	648,248	856,642	6,619,136
55	THREEMILE DELIVERY (TML) (896114)	10,969,266	10,856,717	8,979,129	10,482,009	8,006,775	6,377,256	6,639,917	5,610,152	9,069,220	9,977,147	9,621,236	10,376,081	106,964,904
56	THUNDER CHIEF (TDC) (800716)	-	-	-	-	-	-	4,153,873	241,791	15,443	-	-	-	4,411,107
57	TRAPPERS LAKE (TPL) (800722)	-	-	1,618	-	504	1,148	249	590	-	-	-	266	4,376
58	WALCOTT JUNCTION (WAL) (47968)	173,830	43,061	26,267	0	-	19,073	19,109	16,523	122	15,624	99,688	123,484	536,781
59	YELLOW TAIL DELIVERY (YLT) (800829)	-	-	-	-	-	-	-	-	-	-	-	-	-
60	Total Deliveries	73,520,701	71,852,354	61,526,645	68,224,714	67,967,280	63,498,603	57,502,281	56,228,069	57,524,002	59,013,141	62,380,116	52,912,217	752,150,123
61	System Fuel:	-	-	-	-	-	-	-	-	-	-	-	-	-
62	FERC Account 810 - Compressor Station Fuel ²	252,399	225,272	207,726	220,725	211,971	174,387	133,950	128,781	135,869	147,395	148,757	161,995	2,149,228
63	FERC Account 812 - Capitalized Gas	-	-	-	-	-	-	-	-	-	98,725	-	-	98,725
64	FERC Account 812 - Other Utility Operations	4,341	5,634	4,831	4,258	3,955	4,651	3,804	2,963	3,313	4,301	3,658	5,752	51,462
65	Total Fuel	256,740	230,906	212,557	224,983	215,926	179,039	137,755	131,744	139,182	250,421	152,415	167,747	2,299,415
66	Net Linepack Increase	-	43,176	52,913	-	42,049	16,944	-	41,305	-	-	90,471	-	286,857
67	Total System Deliveries	73,777,441	72,126,436	61,792,115	68,449,697	68,225,255	63,694,586	57,640,036	56,401,118	57,663,184	59,263,562	62,623,002	53,079,964	754,736,395
68	L&U Loss/(Gain) [Line 34 - Line 67]	(73,539)	(102,985)	(92,736)	(100,521)	(35,362)	(144,814)	(85,754)	(95,887)	(122,091)	(96,590)	(143,564)	(124,141)	(1,218,985)

Notes:
1) FL&U used on Questar Overthrust Pipeline, White River Hub and Rockies Express Pipeline. Since off-system FL&U is not physically consumed on WIC's system, but is included in the system fuel section of the physical balance, an off-setting receipt is shown here.
2) Includes FL&U consumed on the Questar Overthrust Pipeline, Rockies Express Pipeline and White River Hub.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP21-___**

**Appendix C
Throughput**

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

Line No.	Item (a)	Dec-19 (b)	Jan-20 (c)	Feb-20 (d)	Mar-20 (e)	Apr-20 (f)	May-20 (g)	Jun-20 (h)	Jul-20 (i)	Aug-20 (j)	Sep-20 (k)	Oct-20 (l)	Nov-20 (m)	Total (n)	Mar-20 - May-20 (o)
Fuel-Related Receipts (Dth)¹															
1	Mainline	22,258,121	22,980,632	19,889,761	22,517,242	19,531,979	16,126,167	16,543,590	12,642,094	16,378,996	16,804,929	16,246,278	16,777,061	218,696,850	58,175,388
2	Medicine Bow	17,821,687	17,157,332	15,054,556	16,718,478	14,307,622	9,849,021	9,603,701	11,429,059	11,987,486	14,707,180	14,536,118	14,313,146	167,485,386	40,875,121
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda - Diamond Mountain	152,833	-	-	-	-	-	-	-	-	-	-	-	152,833	-
5	Piceance	10,555,813	8,991,612	8,248,871	8,346,213	10,536,190	8,391,301	8,726,181	8,208,195	9,315,173	9,837,498	9,457,787	8,519,622	109,134,456	27,273,704
L&U-Related Receipts (Dth)															
6	Mainline	68,266,247	67,043,820	59,216,092	62,523,039	61,071,610	55,257,271	53,209,336	50,525,563	55,624,655	55,837,336	57,851,174	50,971,305	697,397,448	178,851,920
7	Medicine Bow	18,129,671	17,468,054	15,381,146	16,957,569	14,509,532	9,881,386	9,639,771	11,461,945	12,006,721	14,756,378	14,625,328	14,446,046	169,263,547	41,348,487
8	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Kanda	19,011	2,340	1,940	92	1,110	1,147	1,867	41,915	45,705	578	7,304	-	123,009	2,349
10	Piceance - Other Pipeline	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes:

1) Excludes transactions that do not consume fuel.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP21-___**

**Appendix D
L&U Allocation**

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

Line No.	Item	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Total	Prior Period Adj. ³	Sep-20 - Nov-20 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	(73,539)	(102,985)	(93,736)	(100,521)	(35,362)	(144,814)	(85,754)	(95,887)	(122,091)	(96,590)	(143,564)	(124,141)	(1,218,985)	(33)	(364,327)
L&U Allocation																
2	Mainline	(58,095)	(81,696)	(74,407)	(79,074)	(28,572)	(122,843)	(72,598)	(78,104)	(100,349)	(76,399)	(114,583)	(96,727)	(983,448)	(28)	(287,736)
3	Medicine Bow	(15,428)	(21,286)	(19,327)	(21,447)	(6,789)	(21,968)	(13,153)	(17,718)	(21,660)	(20,190)	(28,967)	(27,414)	(235,347)	(5)	(76,576)
4	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Kanda	(16)	(3)	(2)	-	(1)	(3)	(3)	(65)	(82)	(1)	(14)	-	(190)	-	(15)
6	Piceance - All	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Total System L&U	(73,539)	(102,985)	(93,736)	(100,521)	(35,362)	(144,814)	(85,754)	(95,887)	(122,091)	(96,590)	(143,564)	(124,141)	(1,218,985)	(33)	(364,327)

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 6-10.
- 2) See Appendix B, Schedule 1, line 68.
- 3) Prior Period Adjustment associated with a receipt volume adjustment in May 2020.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
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**Appendix E
Fuel Consumption**

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

Line No.	Item	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Total	Sep-20 - Nov-20
	(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	106,852	77,842	101,169	104,017	102,247	103,442	66,085	60,408	64,077	72,547	72,622	70,217	1,001,523	215,385
2	Medicine Bow	65,254	62,253	36,297	38,187	33,786	33,087	28,267	27,588	30,897	33,764	33,659	33,144	456,183	100,566
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda - Diamond Mountain	530	625	574	458	532	245	208	123	256	904	277	537	5,269	1,717
5	Piceance	50,045	55,640	40,766	53,202	52,920	9,524	22,863	23,297	25,339	25,432	24,978	42,835	426,841	93,245
6	Total	222,680	196,360	178,806	195,865	189,486	146,298	117,423	111,416	120,569	132,646	131,535	146,732	1,889,816	410,913

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-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	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	12,801	16,642	15,815	17,047	16,141	17,684	16,874	16,036	14,537	11,836	13,743	15,410	184,567
2	DIAMOND MOUNTAIN COMPRESSOR	-	0	-	0	69	-	-	-	-	75	-	69	213
3	DOUGLAS COMP. STA. TOTAL FUEL	63,690	60,824	35,411	37,123	32,905	31,467	27,524	26,809	30,080	33,002	32,839	30,775	442,449
4	ECHO JUNCTION COMPRESSOR FUEL	9,872	9,753	9,463	5,933	10,640	6,805	10,562	10,048	10,512	9,317	10,880	10,059	113,846
5	HAROLD BURROW COMPRESSOR STATION	-	-	-	-	-	-	-	-	-	-	-	-	-
6	LARAMIE JUMPER FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
7	LARAMIE WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
8	PICEANCE LATERAL COMPRESSOR FUEL	2,860	-	7,310	0	2,679	1,940	21,212	21,605	23,621	23,880	23,100	7,559	135,765
9	RAWLINS TO WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	0	-	-	-	0
10	SNAKE RIVER COMPRESSOR	45,626	53,340	30,877	51,082	48,527	5,360	20	-	0	-	-	33,233	268,064
11	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
12	WIC WAMSUTTER COMPRESSOR FUEL	45,986	45,865	38,772	43,800	35,342	34,740	33,422	33,954	38,506	42,321	42,073	43,832	478,614
13	WIC-CHEYENNE COMPRESSOR FUEL	37,503	4,301	36,328	36,620	39,228	43,651	4,004	-	-	7,915	5,242	43	214,836
14	Total	218,339	190,726	173,975	191,607	185,531	141,646	113,618	108,453	117,256	128,345	127,877	140,980	1,838,354
15	FERC Account 812 - Other Fuel Gas ¹	4,341	5,634	4,831	4,258	3,955	4,651	3,804	2,963	3,313	4,301	3,658	5,752	51,462

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

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
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**Appendix F
FL&U Retention**

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

Line No.	Item	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Total	Sep-20 - Nov-20
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel-Current															
1	Mainline	173,592	179,213	155,115	128,377	111,347	91,919	125,681	96,033	124,408	73,975	71,506	73,832	1,404,998	219,313
2	Medicine Bow	58,799	56,563	49,646	55,156	47,175	32,507	29,744	35,406	37,067	32,336	31,908	31,479	497,786	95,723
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda - Diamond Mountain	2,140	-	-	-	-	-	-	-	-	-	-	-	2,140	-
5	Piceance	61,221	52,121	47,851	40,889	51,595	41,117	36,645	34,439	39,115	60,995	58,641	52,812	577,441	172,448
6	Total Fuel-Current	295,752	287,897	252,612	224,422	210,117	165,543	192,070	165,878	200,590	167,306	162,055	158,123	2,482,365	487,484
Fuel-True-up															
7	Mainline	(173,592)	(179,213)	(155,115)	(128,377)	(111,347)	(91,919)	(125,681)	(96,033)	(124,408)	(73,979)	(71,507)	(73,834)	(1,405,005)	(219,320)
8	Medicine Bow	(21,428)	(20,573)	(18,053)	(16,679)	(14,329)	(9,796)	(13,435)	(16,015)	(16,713)	(32,336)	(31,908)	(31,479)	(242,744)	(95,723)
9	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Kanda - Diamond Mountain	15	-	-	-	-	-	-	-	-	-	-	-	15	-
11	Piceance	(10,553)	(8,964)	(8,260)	(22,500)	(28,393)	(22,640)	(6,962)	(6,541)	(7,438)	(970)	(941)	(851)	(125,013)	(2,762)
12	Total Fuel-True-up	(205,558)	(208,750)	(181,428)	(167,556)	(154,069)	(124,355)	(146,078)	(118,589)	(148,559)	(107,285)	(104,356)	(106,164)	(1,772,747)	(317,805)

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP21-___**

**Appendix G
Cheyenne Station Fuel Assignment**

**Wyoming Interstate Company, L.L.C.
Cheyenne Station Fuel Assignment¹
Dec-19 through Nov-20**

Line No.	Item	Quantity (Dth)
	(a)	(b)
1	Powder River - 0.00% of Cheyenne Station	-
2	<u>Mainline - 100.00% of Cheyenne Station²</u>	<u>214,836</u>
3	Total Cheyenne Fuel Gas	214,836

Notes:

- 1) Pursuant to Docket No. CP98-128-000, incremental fuel at the Cheyenne compressor station associated with the Powder River Lateral expansion is allocated based on the incremental horsepower installed as a part of the expansion. However, since the Powder River Lateral had no throughput from September 2020 to November 2020, no fuel from the Cheyenne compressor station is allocated to it during that time period. At which time there is throughput on the Powder River Lateral again, the Cheyenne compressor station fuel burned will be allocated 14.7% to Powder River shippers and 85.3% to the Mainline shippers.
- 2) Included in quantities shown on Appendix E, Schedule 1, line 1.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP21-___**

**Appendix H
L&U Cash-out**

**Wyoming Interstate Company, L.L.C.
Mainline 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 2020 ⁷	(76,427)	0	0	0	(76,427)	0	\$1.6797	\$0
2	October 2020	(114,583)	0	0	0	(69,733)	(44,850)	\$1.9937	(\$89,417)
3	November 2020	(96,727)	0	0	0	0	(96,727)	\$2.2883	(\$221,340)
4	Total	(287,736)	0	0	0	(146,160)	(141,576)		(\$310,756)

Notes:

- 1) See Appendix D, Schedule 1, line 2, columns (k) through (m).
- 2) See Appendix F, Schedule 2, line 1, columns (k) through (m).
- 3) See Appendix A, Schedule 2, line 7, column (b); no true-up quantities were sought during this time period.
- 4) See Appendix F, Schedule 2, line 7, columns (k) through (m).
- 5) Total gain being netted with fuel. See Appendix A, Schedule 2, line 10, column (b).
- 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 1, column (b) includes the May 2020 prior period adjustment amount shown on Appendix D, Schedule 1, line 2, column (o).

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

Line No.	Service Requester and Contract Number	Sep-20	Oct-20	Nov-20	Total	Pro-Rata Refund Allocation
	(a)	(b)	(c)	(d)	(e)	(f)
1	ANADARKO ENERGY SERVICES COMPANY - 200725		3,310,128	3,196,491	6,506,619	\$18,580
2	ANADARKO ENERGY SERVICES COMPANY - 201932		10,536,339	7,794,513	18,330,852	\$52,346
3	BP ENERGY COMPANY - 200774		2,230,117	2,334,089	4,564,206	\$13,034
4	BP ENERGY COMPANY - 200845		29,813		29,813	\$85
5	BP ENERGY COMPANY - 215885		285,730	321,000	606,730	\$1,733
6	BP ENERGY COMPANY - 216459		894,944	896,388	1,791,332	\$5,115
7	BP ENERGY COMPANY - 217765			892,203	892,203	\$2,548
8	CASTLETON COMMODITIES MERCHANT TRADING L.P. - 200859		6,683	42,954	49,637	\$142
9	CASTLETON COMMODITIES MERCHANT TRADING L.P. - 215883		862,279	868,528	1,730,807	\$4,943
10	CIMA ENERGY, LP - 200862		81,000		81,000	\$231
11	CIMA ENERGY, LP - 216687		307,107	300,000	607,107	\$1,734
12	CITADEL ENERGY MARKETING LLC - 212124		-	686	686	\$2
13	CITADEL ENERGY MARKETING LLC - 212192			121,006	121,006	\$346
14	CITADEL ENERGY MARKETING LLC - 216493		1,627,500	1,575,000	3,202,500	\$9,145
15	CITADEL ENERGY MARKETING LLC - 216713		993,987	2,099,562	3,093,549	\$8,834
16	CITADEL ENERGY MARKETING LLC - 217152		787,500		787,500	\$2,249
17	CITADEL ENERGY MARKETING LLC - 217620		5,871,532	5,578,908	11,450,440	\$32,698
18	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 200781		1,920,208	2,235,263	4,155,471	\$11,866
19	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 213436		210,244		210,244	\$600
20	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 215316		310,000	300,000	610,000	\$1,742
21	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 216324		2,012,634	2,234,569	4,247,203	\$12,128
22	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 216325		44,634	11,209	55,843	\$159
23	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217469		1,240,000	1,200,000	2,440,000	\$6,968
24	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217484		2,325,000	2,250,000	4,575,000	\$13,064
25	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217485		836,101	809,130	1,645,231	\$4,698
26	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217486		62,000	60,000	122,000	\$348
27	CONCORD ENERGY LLC - 202162		2,030,418	1,449,145	3,479,563	\$9,936
28	CONCORD ENERGY LLC - 214667		449,426	444,000	893,426	\$2,551
29	CONCORD ENERGY LLC - 215149		316,202	354,587	670,789	\$1,916
30	DCP MIDSTREAM MARKETING, LLC - 200789		1,520,039	1,678,600	3,198,639	\$9,134
31	DCP MIDSTREAM MARKETING, LLC - 210725		3,356,775	3,364,790	6,721,565	\$19,194
32	DCP MIDSTREAM MARKETING, LLC - 213516		2,921,529	1,183,071	4,104,600	\$11,721
33	DCP MIDSTREAM MARKETING, LLC - 216393		1,520,607		1,520,607	\$4,342
34	DIRECT ENERGY BUSINESS MARKETING, LLC - 215148		367,003	375,000	742,003	\$2,119
35	DIRECT ENERGY BUSINESS MARKETING, LLC - 216466		360,652	374,337	734,989	\$2,099
36	DIRECT ENERGY BUSINESS MARKETING, LLC - 217448		543,933	602,775	1,146,708	\$3,275
37	DIRECT ENERGY BUSINESS MARKETING, LLC - 217449		528,343	602,252	1,130,595	\$3,229
38	ECO-ENERGY NATURAL GAS, LLC - 217788		35,946		35,946	\$103
39	EDF TRADING NORTH AMERICA, LLC - 200897			1,620	1,620	\$5
40	EIF KC LANDFILL GAS, LLC - 216553		36,186	3,028	39,214	\$112
41	EOG RESOURCES, INC. - 214934		45,429	4,243	49,672	\$142
42	HARTREE PARTNERS, LP - 212680		3,000		3,000	\$9
43	HARTREE PARTNERS, LP - 215264		2,145,831	2,100,422	4,246,253	\$12,126
44	J. ARON & COMPANY LLC - 200717		200,700	145,000	345,700	\$987
45	K2 COMMODITIES, LLC - 212277		1,005,204	919,404	1,924,608	\$5,496
46	KOCH ENERGY SERVICES, LLC - 213947		152,996	33,820	186,816	\$533
47	MIECO LLC - 200884		332,759	127,201	459,960	\$1,313
48	SHELL ENERGY NORTH AMERICA (US), L.P. - 200879		993	91,360	92,353	\$264
49	SPIRE MARKETING INC. - 217083		112,876		112,876	\$322
50	SPOTLIGHT ENERGY, LLC - 215502		89,910	-	89,910	\$257
51	SPOTLIGHT ENERGY, LLC - 217727		1,340,473	586,931	1,927,404	\$5,504
52	SPOTLIGHT ENERGY, LLC - 217730		43,709		43,709	\$125
53	SPOTLIGHT ENERGY, LLC - 217854			28,945	28,945	\$83
54	SYMMETRY ENERGY SOLUTIONS, LLC - 211730		4,712	24,360	29,072	\$83
55	SYMMETRY ENERGY SOLUTIONS, LLC - 217403		15,716	28,900	44,616	\$127
56	TENASKA MARKETING VENTURES - 200848		7,602		7,602	\$22
57	TENASKA MARKETING VENTURES - 212932		288,076		288,076	\$823
58	TENASKA MARKETING VENTURES - 216333		494,961		494,961	\$1,413
59	TENASKA MARKETING VENTURES - 217707			504,491	504,491	\$1,441
60	TWIN EAGLE RESOURCE MANAGEMENT, LLC - 210918		135,820	140,038	275,858	\$788
61	UNITED ENERGY TRADING, LLC - 215609		657,868	680,486	1,338,354	\$3,822
62	WOODRIVER ENERGY LLC - 217404			1,000	1,000	\$3
63	Total	-	57,851,174	50,971,305	108,822,479	\$310,756

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS
 RATES PER DTH

Particulars -----	Current Reimbursement -----	True-up -----	Total -----
Mainline System			
Fuel Gas Percentage (Note 3)	0.42%	-0.42%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.42%	-0.42%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Powder River Incremental			
Fuel Gas Percentage (Note 3) (Note 4)	0.00%	0.00%	0.00%
L&U Percentage (Note 3) (Note 4)	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%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.24%	-0.18%	0.06%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.24%	-0.18%	0.06%
L&U Percentage (Note 11)	0.00%	0.00%	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	0.49%	-0.43%	0.06 %
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.49%	-0.43%	0.06%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.49%	-0.43%	0.06%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.49%	-0.43%	0.06%
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%

Diamond Mountain Compressor Station
 FL&U Percentages detailed below (Note 3) (Note 9):

Fuel Gas Percentage To Transporter's Mainline System	1.40%	0.31%	1.71%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	1.40%	0.31%	1.71%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	1.40%	0.31%	1.71%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	1.40%	0.31%	1.71%
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)	0.429%	-0.429%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.429%	-0.429%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Powder River Incremental			
Fuel Gas Percentage (Note 3) (Note 4)	0.00%	0.00%	0.00%
L&U Percentage (Note 3) (Note 4)	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%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.242%	-0.1822%	0.060%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.242%	-0.1822%	0.060%
L&U Percentage (Note 11)	0.00%	0.00%	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	0.4 <u>95</u> %	-0. <u>413</u> %	0. <u>0632</u> %
	L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	0.4 <u>95</u> %	-0. <u>413</u> %	0. <u>0632</u> %
	L&U Percentage (Note 11)	0.00%	0.00%	0.00%
	Fuel Gas Percentage To Other Pipelines	0.4 <u>95</u> %	-0. <u>413</u> %	0. <u>0632</u> %
	L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	0.4 <u>95</u> %	-0. <u>413</u> %	0. <u>0632</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%

Diamond Mountain Compressor Station
 FL&U Percentages detailed below (Note 3) (Note 9):

	Fuel Gas Percentage To Transporter's Mainline System	1.40%	0. 30 1%	1. 74 1%
	L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	1.40%	0. 30 1%	1. 74 1%
	L&U Percentage (Note 11)	0.00%	0.00%	0.00%
	Fuel Gas Percentage To Other Pipelines	1.40%	0. 30 1%	1. 74 1%
	L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	1.40%	0. 30 1%	1. 74 1%
	L&U Percentage (Note 11)	0.00%	0.00%	0.00%