

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 regulations<sup>1</sup> and WIC's Tariff, this filing proposes revisions to update its FL&U percentages as described in the tables below.

Table A

	Proposed Fu	ıel Rates (Instar	nt Filing):	Change from	Percentages Curre	ntly 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 L8	U Rates (Instar	nt 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%			

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<sup>&</sup>lt;sup>1</sup> 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 period<sup>2</sup> 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.<sup>3</sup> 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.<sup>4</sup> 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

<sup>&</sup>lt;sup>2</sup> 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.

<sup>&</sup>lt;sup>3</sup> See Appendix A, Schedule 1, line 10, col. (b).

<sup>&</sup>lt;sup>4</sup> 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.<sup>5</sup> 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.

### <u>L&U Requirement Adjustment</u>

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.<sup>6</sup> Accordingly, the total proposed L&U reimbursement percentage is 0.00% for the Mainline System.

<sup>&</sup>lt;sup>5</sup> See Appendix A, Schedule 1, lines 4-14, col. (d).

<sup>&</sup>lt;sup>6</sup> 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.<sup>7</sup>

### 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,<sup>8</sup> WIC is submitting an eTariff XML filing package, which includes the following:

a. a transmittal letter;

<sup>7</sup> In WIC's "Quarterly Recomputation of Fuel and Lost and Unacounted-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.

<sup>8 18</sup> C.F.R. §§ 154.1 - 154.603 (2023).

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

WIC respectfully requests the Commission accept the tendered tariff record for filing and permit it to become effective on March 1, 2024, which is not less than 30 days or more than 60 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 any minimal suspension period specified by the Commission.

Correspondence and communications concerning this filing should be directed to:

Ms. Shelly L. Busby
Director, Rates
Wyoming Interstate Company, L.L.C.
Post Office Box 1087
Colorado Springs, CO 80944
Telephone: (719) 520-4657
WICRegulatoryAffairs@kindermorgan.com

Mr. David R. Cain Assistant General Counsel Wyoming Interstate Company, L.L.C. Post Office Box 1087 Colorado Springs, CO 80944 Telephone: (719) 520-4534

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

David Cain@kindermorgan.com

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/
Shelly L. Busby
Director, Rates

(2023)).

### **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 30th day of January, 2024.

/s/	
Shelly L. Busby	

Post Office Box 1087 Colorado Springs, CO 80944 (719) 520-4657

## 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%

Wyoming Interstate Company, L.L.C. FERC Gas Tariff
Third Revised Volume No. 2

Part II: Stmt. of Rates Section 2 - Fuel and L&U Rates Version 63.0.0

### 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%

Wyoming Interstate Company, L.L.C. FERC Gas Tariff
Third Revised Volume No. 2

Part II: Stmt. of Rates Section 2 - Fuel and L&U Rates Version 63.0.0

## 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)	0.4 <u>557</u> %	-0. <del>45</del> <u>43</u> %	0. <del>00</del> <u>14</u> %
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
Total FL&U Percentage	0. <del>45</del> <u>57</u> %	-0. <u>4543</u> %	0. <del>00</del> <u>14</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0. <del>18</del> <u>22</u> %	-0.04%	0. <del>14</del> <u>18</u> %
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
Total FL&U Percentage	0. <del>18</del> <u>22</u> %	-0.04%	0.14 <u>18</u> %
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%

Wyoming Interstate Company, L.L.C. FERC Gas Tariff
Third Revised Volume No. 2

Part II: Stmt. of Rates Section 2 - Fuel and L&U Rates Version 63.0.0

### 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%	<u>-</u> 0. <del>01</del> <u>17</u> %	0. <del>25</del> <u>07</u> %
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
Total El %II Daggantaga	0.24%	0.01170/	0.25070/
Total FL&U Percentage	0.24%	<u>-</u> 0. <del>01</del> 17%	0. <del>25</del> <u>07</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.24%	-0. <del>01</del> 17%	0.2507%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
L&O I electriage To Other I ipennes	0.0070	0.0070	0.0070
Total FL&U Percentage	0.24%	<u>-</u> 0. <del>01</del> <u>17</u> %	0. <del>25</del> <u>07</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

Wyoming Interstate Company, L.L.C. FERC Gas Tariff
Third Revised Volume No. 2

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

Fuel Gas Percentage To Transporter's Mainline System L&U Percentage To Transporter's Mainline System	0.00% 0.00%	0.00% 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 L&U Percentage To Other Pipelines	0.00% 0.00%	0.00% 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%

### **Appendix Table of Contents**

Appendix A FL&U Reimbursement Percentages

Appendix B Physical Gas Balance

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Appendix A FL&U Reimbursement Percentages

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

(Quantities in Dth unless otherwise noted)

Line		Mainline		
No.	Description	System	Medicine Bow	Piceance
	(a)	(b)	(c)	(d)
	Current Period Retention Percentage 1			
1	Fuel Gas Projected During Forecast Period (Mar 24 - May 24) <sup>2</sup>	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 <sup>3</sup>	152,052	98,467	91,796
5	Fuel Gas Retained - Current <sup>4</sup>	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 <sup>5</sup>	(107,472)	(36,109)	28,715
8	Fuel Gas Retained - True-up <sup>6</sup>	(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 <sup>8</sup>	(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.
- 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.

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## Wyoming Interstate Company, L.L.C. L&U Percentage Calculation

(Quantities in Dth unless otherwise noted)

Line No.	Description	Mainline System	Medicine Row	Piceance - Other Pipeline	Kanda - Other Pipeline
110.	(a)	(b)	(c)	(d)	(e)
	Current Period Retention Percentage <sup>1</sup>				
1	L&U Projected During Forecast Period <sup>2</sup>	(288,456)	(109,241)	(3,584)	(1,157)
2	L&U Receipts (Throughput) <sup>3</sup>	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 <sup>4</sup>	(96,300)	(39,849)	(886)	(814)
5	L&U Retained - Current <sup>5</sup>	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(96,300)	(39,849)	(886)	(814)
7 8	True-up Deficiency/(Gain) for Sep 2023 - Nov 2023 Period L&U Sought for True-up <sup>6</sup> L&U Gas Retained - True-up <sup>7</sup>	-	-	-	-
9	L&U True-up Deficiency/(Gain) [line 7 - line 8]	<u> </u>	<u> </u>	<u>-</u>	<del></del>
10	L&U to be Netted <sup>8</sup>	(96,300)	(39,849)	(886)	-
11	L&U to be Deferred to a Future Filing <sup>9</sup>	-	-	-	(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 <sup>10</sup>	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&Ū 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.

Appendix B Physical Gas Balance

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

Part		Pareints (DH)													
MATERIAN PRINTED   MATERIAN   M	Line No.	Item	Dec-22	Jan-23	Feb-23			May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Total
2		(a)		(c)	(d)	(e)									(n)
Second   Control   Contr															
The Perform Office (Price) (Price) (Price) (Price) (Price)   1,706,00   1,061,00   1,0															
Second															
Second content of the content of t			1,709,859	3,403,325	2,155,650	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	22,965,307
Part			0.770.500	0.007.054	0.400.000	0.040.470	0.570.055	0.044.540	0.500.007			0.505.670	0.507.040	0.554.000	
B															
Part   Concess			3,003,307	4,410,030	3,990,342	5,517,540	4,514,415	3,467,034	3,421,002	4,020,999	3,307,034	5,211,771	5,455,077	5,125,020	35,375,415
CONTRON/CODIC/PM/S980000   1809-007   1809			5 187 748	6 005 427	4 586 959	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	77 021 383
The Control Processing   1,000,000   1,000,000   20,000					-										
0.00 (1944 ) DOUBLY (1019) (1960749)					279,186										
MARIAN TO WYC CLUST MICROSING   1,607,77   1,615,177   1,614,07   1,674,07   1,674,07   1,674,07   1,674,07   1,674,07   1,674,07   1,674,07   1,745,07	12	FLYING HAWK (FLY) (800245)	4,775,163	4,926,773	6,548,239	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	95,081,786
	13		2,445,313	952,405	329,045	308,154	3,967	-	2,704	61,083	79,226	45,903	183,487	936,606	5,347,893
Color Colo		KANDA TO WIC-QUESTAR (KAW) (800336)	-	-	-	-	-	_	-	4	-	-	-	-	-
Part			-	-	-	-	-	194	0	-	0	0	-	-	195
18   OVERSTHEADSTWING COMY (BROWNES)   14,055   37,767   24,558   310,238   29,4535   31,377   33,558   35,477   33,558   35,477   33,558   36,475   36,475   34,586   34,674   34,574   34,575   34,57	16		<del>-</del> .	<del>.</del>		<del>.</del>	<del>.</del> .	<del>.</del>	-		<del>.</del>	<del>.</del>	<del>-</del> .	<del>.</del>	<del>.</del>
19   SAMULINEST ON OFFICE PROCESS   15   15   15   15   15   15   15			1,690,797	1,815,177	1,614,307	1,997,923	1,832,467	1,364,157	-		1,528,800	1,370,614	1,501,578	2,957,104	17,938,494
E.B. P.B. M. RIRAN (RIRAN) (SMOSS)   4.55,688   3.71,789   2.46,688   3.10,259   3.10,259   3.10,259   3.10,589   3.10,		OVERTHRUST/ WIC (OVW) (800528)	-	-	-	-	-	-	_	-	-	-		-	
10   10   10   10   10   10   10   10	19		-	-	-	-	-	-		-	-	-		-	
22 SLOPHANT (68696) 166,000 Albert 1															
123 THUNDERS CREEK (FOR) (ROSCO) 134 THUNDERS CREEK (FOR) (ROSCO) 135 THUNDERS CREEK (FOR) (ROSCO) 136 THUNDERS CREEK (FOR) (ROSCO) 136 THUNDERS CREEK (FOR) (ROSCO) 137 THUNDERS CREEK (FOR) (ROSCO) 138 THUNDERS CREEK (FOR) (ROSCO) 139 THUNDERS CREEK (FOR) (ROSCO) 130 CR	21									1,225,600					
MATERIAN PROPERTY   MATE	22														
MALCOTT ANNOTINN (MAL) (17988)   1.5   1.5   1.04	24								8 568 549						
WAMSUTTEN TO WICHWAYS (MODITION)			3,374,031	4,043,330	4,434,030	0,120,773	7,452,255	0,040,701	0,300,340		7,555,770	9,370,340	5,040,743	9,515,057	,,
VAPPHIT (WAP) (9809017)	26			-				34						70	
			_	-	_	_	_	-	_	_	_	-		-	-
The None None None No.   \$4,948,98   \$4,948,79   \$7,869   \$4,948,79   \$7,869   \$4,948,79   \$7,869   \$4,948,79   \$7,869   \$8,949,79   \$7,869   \$8,949,79   \$7,869   \$8,949,79   \$7,869			62.062	73.030	219,468	413,772	35.036	110.856	221.045	6.876	31	_	5.257	144.555	1.291.989
1				45,115,311	40,842,618	49,431,201			49,856,117	50,271,030	51,745,724	50,095,153	53,910,860	53,400,218	588,000,121
1															
97 OFF-SYSTEM MACKINE FLAXE MAKEMEN FLAXE MA	30	OFF-SYSTEM OVERTHRUST FL&U 1	12,028	9,571	7,686	14,799	18,074	8,028	8,949	2,400	14,035	6,103	3,050	10,663	115,386
1	31	OFF-SYSTEM WHITE RIVER HUB FL&U 1	-	-	-	-	-	-	-	-	-	-	-	-	-
1	32	OFF-SYSTEM ROCKIES EXPRESS PIPELINE FL&U 1	-	-	_	_	_	_	_	-	_	_	_	-	_
Mail   Images   Mail			-	_	-	-	_	_	_	-	-	_	-	36.371	36.371
Total System Receipts   45,855,889   45,202,70   40,850.00   40,850.00   40,940.007   40,207.70   40,807.70   40,807.70   40,804.70   50,804.50   50,107.80   50,107.80   50,407.80   50			-	77.192	_	-	_	114.728	29.265	43.079	_	_	75.984	-	
In Part			45,855,889	45,202,074	40,850,304	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	588,492,126
In Part															
GHROME DOME (CHD) (B00140)  17 - 252 - 4,765  BITTER CHEK (BTC) (B00145)  17 204 7 7 23 27,573  BITTER CHEK (BTC) (B00145)  17 204 7 7 23 27,573  BOWE (BOW) (B00140)  17 204 7 7 23 27,573  BOWE (BOW) (B00140)  17 204 7 7 23 27,573  BUCKNON HORBE (BRC) (4788)  18 - 528  BOWE (BOW) (B00140)  19 - 528  BOWE (BOW) (B00140)  10 - 528  BOWNE (B															
8HTER CREEK (BTC) (600115) 17 20.04 7, 8 23 27.57 238 28.062  8BOKING HORSE (BKD) (47848) 74.753 73.50 67.756 54.46 32.255 15.331 7.369 17.831 4.400 4.219 5.162 5.286 382.390  CHAIK BUTTES (CBB) (50472) 7.15 74.569 18.67.74 75.0128 31.212 20.0783 29.575 1.024.06 501.790 97.022 246.085 13.20.391  CURLEY (CURI, (800184) 2.104.15 774.569 18.67.74 75.0128 31.21.22 20.0783 29.575 1.024.06 501.790 97.022 246.085 13.20.534 8.224.434  CURLEY (CURI, (800184) 2.104.15 74.54.06 2.159.239 14.43.39 2.476.615 3.284.410 2.713.886 19.297.75 3.142.686 3.373.553 3.477.75 2.911.60.62.04  DULLINNIE (DULI, (8800212) 2.530.530 3.387.66 6.530.949 9.894.68 10.788.420 14.803.31 05.390.256 11.792.052 13.111.156 15.030.14 15.920.34 11.60.528 130.281.434  DULLINNIE (DULI, (880021) 2.530.530 3.387.66 6.530.949 9.894.68 10.788.420 14.803.31 05.390.256 11.792.052 13.111.156 15.030.14 15.920.34 11.60.528 130.281.434  DULLINNIE (DULI, (880021) 2.530.530 3.387.66 6.530.949 9.894.68 10.788.420 14.803.31 05.390.256 11.792.052 13.111.156 15.030.14 15.920.34 11.60.528 130.281.434  DULLINNIE (DULI, (880021) 3.387.65 3.284.09 3.387.65 3.284.09 3.387.65 3.284.09 14.803.31 05.390.256 11.792.052 13.111.156 15.030.14 15.920.34 11.60.528 130.281.434  DULLINNIE (DULI, (880021) 3.387.65 3.284.09 3.382.66 10.788.420 14.789.25 14			Dec-22		Feb-23		Apr-23	May-23		Jul-23	Aug-23			Nov-23	
BOWIE (BOW) (BOTOM) 74,753   73,508   67,756   54,346   32,256   15,321   7,636   17,831   4,406   4,219   5,162   5,265   32,234   40   40,000   4			- 17		-					220	-			-	
BUCKING HORSE (IRKD) (17848)   74,755   75,00   67,750   75,00   75,			- "			204		- 23	21,515	230	521				
CHALK BUTTES (CBB) (SOAT2)  1 CURLY (CURN) (6000184) 2 (104,153 774,559 816,774 759) 816,774 759,128 312,132 206,783 295,78 1,024,046 501,790 97,022 24,385 1,320,634 8,223,341 200 (SORT) (SOR			74 753	73 509	67 756	54 346	-	15 331	7 526	17 921		1 210	5 162	5 296	
CURLEY (CUR) (800164)			14,133	73,300	07,730	34,340	32,233			17,001	4,400	4,213	5,102	3,200	302,330
DOVER (DOV) (B00212)			2 104 153	774 550	916 774	700 129	312 132	_		1 024 406	501 700	07.022	246 395	1 320 634	8 334 343
DULLKNIFE_OILL\  (186002)   2,530 930   3,387,686   6,530 949   9,894,168   10,768,420   14,890,310   15,90,9026   11,792,092   13,111,156   15,903,184   15,920,304   11,065,298   130,881,403   14,004,007   14,006,007   14,0															
FLYING HAWK (FLY) (800245)															
HAPPY JACK (49167)				3,307,000	0,550,949	9,094,100	10,766,420	1 606 007	15,390,920	11,792,092	13,111,130	15,039,164	15,920,304	11,000,290	
LITTLE WOLF (LTW) (089018)   1.204 097   858,733   828,603   1.036,215   1.776,325   2.730,426   2.692,185   2.893,591   1.687,822   1.474,221   1.900,333   22,042,314   1.474,221   1.900,333   2.204,231,484   2.474,241   1.900,345   2.474,441   1.700,345   2.474,441   1.700,345   1.474,321   1.900,345   1.474,321   1.900,345   1.474,321   1.900,345   1.474,321   1.900,345   1.474,321   1.900,345   1.474,321   1.900,345   1.474,321   1.900,345   1.474,321   1.900,345   1.474,321   1.900,345   1.474,321   1.474,321   1.900,345   1.474,321			-	- 0	- ^	16	-			-	-	-	-	- 1	.,
LONE TREE DELIVERY WELD (64876)			5	U	U	10	-	22	23	-	-	-	-	4	70
Math   Control (100 (100 (100 (100 (100 (100 (100 (10			1 204 007	050 700	929 602	1 026 215	1 776 225	2 720 426	2 602 105	2 050 162	2 002 501	1 607 000	1 474 221	1 000 022	22 042 242
Variable			.,=,							-,,	-,,				
Solition   Continuity   Conti															
RAWLINS TO WIC (RTW) (800666)															
Formal   F															
SILVER DOME (SLD) (1980809)															
Starting Bull (STB) (896084)   35,759   - 37,550   207,470   596,653   949,010   822,230   842,649   718,291   1,23,021   1,283,107   1,072,980   7,788,722   7,888,722   7,					1,100,010	1,711,010	0,107,400	0,102,202	0,223,400	0,210,000	2,001,001	2,000,420	2,000,047	2,012,000	
Second Color   Seco					37 550	207 470	506 652	949 010	822 230	842 640	719 201	1 222 024	1 293 107	1 072 080	
Fig. 1. Factor (17.1) (4065)			30,139	-	37,000	201,410	550,053	o+8,010	022,230		1 10,291		1,203,107	1,012,900	
Fig. 1. THREEMILE DELIVERY (TML) (896114) 9,660,739 9,940,839 8,171,208 10,009,028 8,512,898 6,460,880 7,097,677 8,416,760 8,535,717 8,032,526 8,628,426 9,606,757 103,073,475 7.58			056 992	005.752	038 500	755 610	535 5P4	333 027	470 147		251 595		- 576 775	- 593 750	. ,
Factor   Figure   F															
FRAPERS LAKE (TPL) (800722) 1,373 44 1,866 1449 - 923 - 48 99 4,502 4,			9,000,739	9,940,839	0,171,208	10,009,028	0,012,898	0,400,880	110,180,1	0,410,780	0,000,717		0,028,426	9,000,757	103,073,475
80 WALCOTT JUNCTION (WAL) (47968) 316,647 318,005 279,446 59,711 15,518 31,749 80,402 92,786 134,720 192,011 164,896 234,886 1,920,776 1 WAPITI (55370)			4 070	- 44	1 000	140	-	- 000	-	- 40	- 00	-	-	-	4 500
61 WAPITI (56370) 62 YELLOW TAIL DELIVERY (YLT) (800829) 63 Total Deliveries 64 System Fuel: 65 FERC Account 810 - Compressor Station Fuel 2 66 FERC Account 812 - Colpitalized Gas 66 FERC Account 812 - Colpitalized Gas 67 FERC Account 812 - Colpitalized Gas 68 Total Fuel 69 Net Linepack Increase 69 Net Linepack Increase 60 System Deliveries 60 At System Deliveries 61 System Fuel: 62 FERC Account 812 - Compressor Station Fuel 2 63 Total Fuel 64 System Fuel: 65 FERC Account 812 - Compressor Station Fuel 3 66 FERC Account 812 - Compressor Station Fuel 4 67 FERC Account 812 - Compressor Station Fuel 5 68 Total Fuel 69 Net Linepack Increase 60 System Deliveries 60 At System Deliveries 61 System Deliveries 62 System Fuel: 63 Total System Deliveries 64 System Fuel: 65 FERC Account 810 - Compressor Station Fuel 2 65 FERC Account 810 - Compressor Station Fuel 3 66 FERC Account 812 - Compressor Station Fuel 4 67 FERC Account 812 - Colpitalized Gas 68 Total Fuel 69 Net Linepack Increase 69 Not Linepack Increase 60 System Deliveries 60 State System Deliveries 60 State System Deliveries 61 System Deliveries 62 System System Deliveries 63 Total System Deliveries 64 System System System System System Deliveries 65 FERC Account 812 - Compressor Station Fuel 2 65 FERC Account 812 - Compressor Station Fuel 2 65 FERC Account 812 - Compressor Station Fuel 2 65 FERC Account 812 - Compressor Station Fuel 2 65 FERC Account 812 - Compressor Station Fuel 2 65 FERC Account 812 - Compressor Station Fuel 2 66 FERC Account 812 - Compressor Station Fuel 3 67 FERC Account 812 - Compressor Station Fuel 3 68 Total Fuel							_		80.402			102 011	164 906	234 866	
FERC Account 812 - Other Utility Operations 5,554 5,644 5,273 15,687 15,			310,047	310,005	219,440	υ <del>υ</del> , <i>ι</i> 11	10,018	31,149	00,402	92,180	134,720	192,011	104,090	234,000	1,920,776
Total Deliveries 45,618,952 45,056,227 40,744,044 49,301,837 49,292,102 48,187,382 49,749,017 50,191,032 51,654,885 49,987,630 53,916,466 53,240,495 586,940,069  64 System Fuel: 65 FERC Account 810 - Compressor Station Fuel 2 120,294 126,763 110,543 159,743 131,803 105,575 123,668 111,840 128,309 103,516 112,797 167,730 1,502,580 100,000 10			-	-	-	-	-	-	-	-	-	-	-	-	-
System Fuel:  FERC Account 810 - Compressor Station Fuel 2 FERC Account 812 - Capitalized Gas FERC Account 812 - Capitalized Gas For India Fuel 125,847 For Indi			45 618 Q52	45 056 227	40 744 044	49 301 837	49 292 102	48 187 382	40 740 017	50 101 032	51 654 895	40 087 630	53 016 466	53 240 405	586 940 060
FERC Account 810 - Compressor Station Fuel 2 120,294 126,763 110,543 159,743 131,803 105,575 123,668 111,840 128,309 103,516 112,797 167,730 1,502,580 175,600 175,000	00	Total Deliveries	+0,010,002	-5,050,227	70,174,044	-5,501,057	-3,232,10Z	-0,107,002	-3,143,011	50, 151,032	51,054,000	-3,301,030	55,510,400	55,240,435	550,540,009
FERC Account 810 - Compressor Station Fuel 2 120,294 126,763 110,543 159,743 131,803 105,575 123,668 111,840 128,309 103,516 112,797 167,730 1,502,580 175,600 175,000	64	System Fuel:													
66 FERC Account 812 - Capitalized Gas			120 294	126 763	110 543	159 743	131 803	105 575	123 668	111 840	128 300	103 516	112 797	167 730	1.502 580
67 FERC Account 812 - Other Utility Operations 5.554 5.644 5.273 5.569 4.822 5.042 3.934 3.854 4.930 3.542 4.470 6.447 5.90,881 7.00 10.617 10			120,254	120,703	110,043	- 100,140		100,010	120,000	- 11,040	120,509		112,131		
68 Total Fuel 125,847 132,407 115,815 165,312 136,625 110,617 127,602 115,693 133,239 107,058 117,267 174,217 1,561,701  69 Net Linepack Increase 90,478 - 47,526 41,527 41,045 39,082 56,203 - 76,934 392,795  Total System Deliveries 45,835,277 45,188,634 40,907,385 49,508,676 49,469,771 48,297,999 49,876,619 50,306,725 51,827,205 50,150,891 54,033,733 53,491,646 588,894,564			5,554	5.644	5.273	5,569	4.822	5.042	3,934	3.854	4.930	3.542	4,470		
69 Net Linepack Increase 90,478 - 47,526 41,527 41,045 39,082 56,203 - 76,934 392,795  70 Total System Deliveries 45,835,277 45,188,634 40,907,385 49,508,676 49,469,771 48,297,999 49,876,619 50,306,725 51,827,205 50,150,891 54,033,733 53,491,646 588,894,564															
70 Total System Deliveries 45,835,277 45,188,634 40,907,385 49,508,676 49,469,771 48,297,999 49,876,619 50,306,725 51,827,205 50,150,891 54,033,733 53,491,646 588,894,564								-,	,	-,=			,		
				-				-	-	-			-		
71 L&U Loss/(Gain) [Line 35 - Line 70] 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)	70	Total System Deliveries	45,835,277	45,188,634	40,907,385	49,508,676	49,469,771	48,297,999	49,876,619	50,306,725	51,827,205	50,150,891	54,033,733	53,491,646	588,894,564
/- Lau Loss/(Jam) [Line 35 - Line 70] 20,612 13,440 (57,051) (62,675) (67,698) (71,216) 17,712 9,783 (67,446) (49,635) (43,839) (44,394) (402,438)	7.	1 0111 // 0-i> (1 i 05 1 i 05	22 21-	40	/F= 60.**	/00 0=-	(0= 00-	/71 01	4	A =0.5	(0= 11**	//^ ^^-	//^ ^^-	(4	(400 400)
	/1	L&U LOSS/(Gain) [Line 35 - Line 70]	20,612	13,440	(57,081)	(62,675)	(67,698)	(/1,216)	17,712	9,783	(67,446)	(49,635)	(43,839)	(44,394)	(402,438)

Notes:
1 FL&U used on MountainWest Overthrust Pipeline, LLC, White River Hub, Rockies Express Pipeline and Bakken Leased Capacity. 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 MountainWest Overthrust Pipeline, LLC, Rockies Express Pipeline, White River Hub and Bakken Leased Capacity.

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)	(I)	(m)	(n)	(o)
						Fu	uel-Related Red	eipts (Dth)							
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 Re	ceipts (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.

Appendix D L&U Allocation

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

Line No.	Item	<b>Dec-22</b> (b)	Jan-23	Feb-23 (d)	Mar-23	Apr-23	May-23	<b>Jun-23</b> (h)	Jul-23	Aug-23	Sep-23 (k)	Oct-23	Nov-23	Total	Adj. <sup>3</sup>	in Col. (o)
	(a)	(b)	(0)	(u)	(e)	(1)	(g)	(11)	(1)	U)	(K)	(1)	(m)	(n)	(o)	(p)
1	System L&U <sup>2</sup>	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.

Appendix E Fuel Consumption

Docket No. RP24-\_\_\_ Appendix E Schedule 1

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

Line															Sep-23 -
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	Nov-23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(I)	(m)	(n)	(0)
	Fuel Gas Used (FERC Account	s 810 and 812, I	Excluding Ca	apitalized Ga	s) (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

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)	(I)	(m)	(n)
	FERC Account 810 Compressor Station Fuel Gas Consul	mption												
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 <sup>1</sup>	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.

Appendix F FL&U Retention

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

															Sep-23 - Nov-
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	23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(1)	(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

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Line															Sep-23 -
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	Nov-23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(1)	(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	-