



August 1, 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 65 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 September 1, 2024, the tendered tariff record revises the fuel and lost and unaccounted-for charges applicable to transportation service on WIC's system.

Background

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

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

Description of Filing

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

Table A

	Proposed Fuel Rates (Instant Filing):			Change from Percentages Currently In Effect:		
	Projected Fuel Requirement %	Fuel Requirement Adjustment % (True-up)	Total Proposed Fuel %	Change in Projected Fuel Requirement %	Change In Fuel Requirement Adjustment % (True-up)	Change in Total Fuel %
Mainline System	0.43%	-0.43%	0.00%	-0.08%	0.08%	0.00%
Medicine Bow	0.27%	-0.22%	0.05%	-0.01%	-0.12%	-0.13%
Piceance (WIC ML & Other PL)	0.53%	0.41%	0.94%	0.23%	0.13%	0.36%
Kanda Incremental (WIC ML and Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Proposed L&U Rates (Instant Filing):			Change From Percentages Currently in Effect:		
	Projected L&U Requirement %	L&U Requirement Adjustment % (True-up)	Total Proposed L&U %	Change in Projected L&U Requirement %	Change in L&U Requirement Adjustment % (True-up)	Change in Total L&U %
Mainline System	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Medicine Bow	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Piceance (WIC ML)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Piceance (Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Incremental (WIC ML)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Incremental (Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

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

Projected Fuel Requirement and Fuel Requirement Adjustment

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

Mainline System

As noted in Table A above, the total fuel retention percentage for the Mainline System remains unchanged at 0.00%. The Projected Fuel Requirement percentage decreases to 0.43% primarily due to an increase in projected throughput volumes without a corresponding increase in projected fuel consumption. The Fuel Requirement Adjustment increases to negative 0.43% from negative 0.51% and reflects 165,036 Dths of over-collected L&U from the March 2024 through May 2024 data collection period³ being included in the Fuel Requirement Adjustment calculation. This results in a 0.00% total fuel retention percentage for the Mainline System.

Medicine Bow Lateral

The total fuel retention percentage for the Medicine Bow Lateral decreases to 0.05%. The Projected Fuel Requirement percentage is relatively unchanged at 0.27%. The Fuel Requirement Adjustment decreases to negative 0.22% and reflects 111,350 Dth of over-collected L&U volumes from the March 2024 through May 2024 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁴ This results in a 0.05% total fuel retention percentage for the Medicine Bow Lateral.

Piceance Lateral

The proposed total fuel retention percentage for the Piceance Lateral is 0.94%. The Projected Fuel Requirement percentage increases to 0.53% primarily due to an increase in projected fuel volumes without a corresponding

² WIC has been informed that Fort Union Gas Gathering, L.L.C. and Bighorn Gas Gathering, L.L.C. will be increasing the in-kind percentage of gas they retain for fuel gas from 0.65% to 1.01% effective September 1, 2024. WIC is updating the Bakken Leased Capacity Incremental rate to reflect that change effective September 1, 2024. See *Wyoming Interstate Co.*, 182 FERC ¶ 62,138, at P 9 & n.10 (2023).

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

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

increase in projected throughput volumes. The Fuel Requirement Adjustment percentage increases to 0.41% and reflects 37 Dth of over-collected L&U volumes from the March 2024 through May 2024 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁵ This Fuel Requirement Adjustment of 0.41% is intended to recover 140,806 Dth of under-collected fuel volumes from Piceance Lateral shippers during the period these rates will be in effect. These percentages result in a 0.94% 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 June 2023 through May 2024. As shown on Schedule 1 of Appendix D, WIC experienced an overall "gain" on the Mainline System and each of the incremental laterals during this time period which results in 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 System 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 System 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 System experienced an L&U gain of 239,275 Dth during the period of March 2024 through May 2024. As discussed earlier, 165,036 Dth of over-collected L&U volumes is being included in the calculation of the Mainline System Fuel Requirement Adjustment.⁶ WIC is proposing to cash out the remaining 74,239

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

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

Dth of over-collected L&U quantities on the Mainline System pursuant to GT&C Section 13.5 of WIC's tariff.⁷ Accordingly, the total proposed L&U reimbursement percentage is 0.00% for the Mainline System.

As shown on Appendix A, Schedule 2, line 4, column (c), the Medicine Bow Lateral experienced a gain of L&U of 111,350 Dth for the period March 2024 through May 2024. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, this 111,350 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 37 Dth for the period March 2024 through May 2024. As discussed above in the section on the fuel percentage for the Piceance Lateral, the gain of 37 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 3,674 Dth of over-collected L&U from March 2024 through May 2024 deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff.

Cash Out of Mainline System L&U Over-Collection

As detailed in Appendices A and G, WIC has over-collected L&U quantities of 74,239 Dth associated with the Mainline System for the period of March 2024 to May 2024 after the application of 165,036 Dth to the calculation of the Mainline System Fuel Reimbursement Percentage.⁸ Pursuant to the terms of Section 13.5(d) of WIC's tariff, WIC must cash out Excess L&U 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.⁹ The calculation results in a

⁷ Including the remaining 74,239 Dth of over-collected L&U in the Fuel Requirement Adjustment calculation would cause the total Mainline System fuel percentage to be less than zero percent which is prohibited by GT&C Section 13.3.

⁸ See Appendix A, Schedule 2, line 11, col. (b).

⁹ 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."

total cash-out refund of \$91,045 for shippers on the Mainline System.¹⁰ WIC allocated the value of the Excess L&U Quantities pro-rata to each Mainline System shipper based on total throughput for April 2024 to May 2024 which are the months the over-collection and resulting Excess L&U occurred.¹¹

Section 154.204 Discussion

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

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

Procedural Matters

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

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

WIC respectfully requests the Commission accept the tendered tariff record for filing and permit it to become effective on September 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.

¹⁰ See Appendix G, Schedule 1, line 4, col. (i).

¹¹ See Appendix G, Schedule 2.

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

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS
 RATES PER DTH

Particulars -----	Current Reimbursement -----	True-up -----	Total -----
Mainline System			
Fuel Gas Percentage (Note 3)	0.43%	-0.43%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.43%	-0.43%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.27%	-0.22%	0.05%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.27%	-0.22%	0.05%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	1.01%
L&U Percentage (Note 7)	n/a	n/a	0.00%

Total FL&U Percentage	n/a	n/a	1.01%
L&U Percentage	n/a	n/a	0.00%

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

Piceance Lateral

Fuel Gas Percentage To Transporter's Mainline System	0.53%	0.41%	0.94%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.53%	0.41%	0.94%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.53%	0.41%	0.94%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.53%	0.41%	0.94%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

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

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

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS
 RATES PER DTH

Particulars -----	Current Reimbursement -----	True-up -----	Total -----
Mainline System			
Fuel Gas Percentage (Note 3)	0. 5143 %	-0. 5143 %	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 5143 %	-0. 5143 %	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0. 2827 %	-0. 1022 %	0. 1805 %
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 2827 %	-0. 1022 %	0. 1805 %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	0 1.6501 %
L&U Percentage (Note 7)	n/a	n/a	0.00%
	-----	-----	-----
Total FL&U Percentage	n/a	n/a	0 1.6501 %
L&U Percentage	n/a	n/a	0.00%

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

Piceance Lateral

Fuel Gas Percentage To Transporter's Mainline System	0. 30 <u>53</u> %	0. 28 <u>41</u> %	0. 58 <u>94</u> %
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 30 <u>53</u> %	0. 28 <u>41</u> %	0. 58 <u>94</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0. 30 <u>53</u> %	0. 28 <u>41</u> %	0. 58 <u>94</u> %
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 30 <u>53</u> %	0. 28 <u>41</u> %	0. 58 <u>94</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

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

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

**Wyoming Interstate Company, L.L.C.
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**Appendix A
FL&U Reimbursement Percentages**

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

(Quantities in Dth unless otherwise noted)

Line No.	Description (a)	Mainline System (b)	Medicine Bow (c)	Piceance (d)
Current Period Retention Percentage ¹				
1	Fuel Gas Projected During Forecast Period (Sep 24 - Nov 24) ²	106,234	155,518	183,350
2	Fuel-Related Receipts (Throughput)	24,896,140	56,968,630	34,709,971
3	Projected Fuel Requirement [line 1 / line 2]	0.43%	0.27%	0.53%
Volumetric True-up Retention Percentage				
Current Deficiency/(Gain) for Mar 2024 - May 2024 Period				
4	Fuel Gas Consumed ³	167,962	116,387	210,610
5	Fuel Gas Retained - Current ⁴	166,002	154,361	82,194
6	Current Deficiency/(Gain) [line 4 - line 5]	1,960	(37,974)	128,416
True-up Deficiency/(Gain) for Mar 2024 - May 2024 Period				
7	Fuel Gas Sought for True-up ⁵	(68,558)	(23,907)	(45,743)
8	Fuel Gas Retained - True-up ⁶	(125,400)	(47,984)	(58,170)
9	True-up Deficiency/(Gain) [line 7 - line 8]	56,842	24,077	12,427
10	L&U Over-collection from Mar 2024 - May 2024 Period ⁷	(165,036)	(111,350)	(37)
11	Net Deficiency/(Gain) to be Trued-up During Sep 2024 - Nov 2024 [line 6 + line 9 + line 10]	(106,234)	(125,247)	140,806
12	Fuel-Related Receipts (Throughput)	24,896,140	56,968,630	34,709,971
13	Fuel Requirement Adjustment [line 11 / line 12]	-0.43%	-0.22%	0.41%
14	Total Fuel Retention Percentage [line 3 + line 13]	0.00%	0.05%	0.94%

Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of September 2024 - November 2024 divided by forecasted receipts expected during the same period.
- 2) Excludes quantities associated with off-system capacity and the Bakken Leased Capacity Incremental rates including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U and the Bakken Leased Capacity Incremental rates are directly assessed to all shippers responsible for the charges.
- 3) See Appendix E, Schedule 1, col. (p). Excludes quantities for capitalized gas.
- 4) See Appendix F, Schedule 1, lines 1-4, col. (p).
- 5) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 1, Line No. 12, Docket No. RP24-359-000 (Jan. 30, 2024).
- 6) See Appendix F, Schedule 1, lines 5-8, col. (p).
- 7) The quantities on this line are being applied from over-collected L&U volumes from Appendix A, Schedule 2, line 10 of this filing.

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

(Quantities in Dth unless otherwise noted)

Line No.	Description (a)	Mainline System (b)	Medicine Bow (c)	Piceance - Other Pipeline (d)	Kanda - Other Pipeline (e)
Current Period Retention Percentage¹					
1	L&U Projected During Forecast Period ²	(536,701)	(244,444)	(3,366)	(9,312)
2	L&U Receipts (Throughput) ³	503,250,724	218,694,857	3,964,129	6,782,210
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 Mar 2024 - May 2024 Period					
4	L&U Experienced ⁴	(239,275)	(111,350)	(37)	(3,674)
5	L&U Retained - Current ⁵	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(239,275)	(111,350)	(37)	(3,674)
True-up Deficiency/(Gain) for Mar 2024 - May 2024 Period					
7	L&U Sought for True-up ⁶	-	-	-	-
8	L&U Gas Retained - True-up ⁷	-	-	-	-
9	L&U True-up Deficiency/(Gain) [line 7 - line 8]	-	-	-	-
10	L&U to be Netted ⁸	(165,036)	(111,350)	(37)	-
11	L&U From Instant Filing to be Cashed-Out ⁹	(74,239)	-	-	-
12	L&U Deferred to a Future Filing ¹⁰	-	-	-	(3,674)
13	Net Deficiency/(Gain) to be Trued-up During Sep 2024 - Nov 2024 [line 6 + line 9 - line 10 - line 11 - line 12]	-	-	-	-
14	L&U-Related Receipts for Sep 2024 - Nov 2024 ¹¹	125,654,755	52,040,894	1,137,462	1,136,771
15	L&U Requirement Adjustment [line 13 / line 14]	0.00%	0.00%	0.00%	0.00%
16	Total L&U Retention Percentage [line 3 + line 15]	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 May 2024 as shown on Schedule 1 of Appendix D divided by receipts experienced during the same period.
- 2) Excludes quantities associated with off-system capacity and the Bakken Leased Capacity Incremental rates including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U and the Bakken Leased Capacity Incremental rates are directly assessed to all shippers responsible for the charges.
- 3) L&U receipts are forecasted for the current period based on historical data from June 2023 through May 2024. 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. RP24-359-000 (Jan. 30, 2024).
- 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 10 of Appendix A of this filing.
- 9) The quantities on this line will be cashed-out; see Appendix G, Schedules 1 and 2.
- 10) 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%.
- 11) 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 September 2024 through November 2024, WIC is using receipts experienced during September 2023 through November 2023 to reasonably estimate L&U-related receipts.

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

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

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

Line No.	Item	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Total	Sep-23 - Nov-23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel-Related Receipts (Dth)¹															
1	Mainline	9,900,760	13,921,028	15,136,601	11,399,607	12,688,850	12,872,981	14,266,087	13,678,897	11,289,077	11,931,144	8,591,300	8,502,938	144,179,270	36,961,438
2	Medicine Bow	15,127,259	16,455,092	16,751,271	15,813,653	16,811,339	18,966,660	20,637,091	18,656,114	19,216,734	18,491,761	18,913,996	21,608,563	217,449,533	51,591,652
3	Piceance	11,627,402	10,727,731	11,902,718	11,401,098	12,378,343	12,156,244	12,686,816	12,719,365	11,996,053	12,266,577	10,580,954	11,404,329	141,847,630	35,935,685
L&U-Related Receipts (Dth)															
4	Mainline	38,399,121	41,466,789	44,684,523	39,323,514	45,050,562	41,280,679	42,893,232	46,542,759	37,310,249	40,356,349	39,655,191	46,287,756	503,250,724	125,654,755
5	Medicine Bow	15,217,476	16,553,173	16,873,117	15,937,634	17,039,264	19,063,996	20,832,470	18,808,376	19,293,404	18,513,104	18,940,583	21,622,260	218,694,857	52,040,894
6	Kanda	-	150,690	111,224	-	128,012	1,008,759	1,347,923	1,136,553	935,153	855,048	163,657	945,191	6,782,210	1,136,771
7	Piceance - Other Pipeline	276,512	435,359	666,221	422,241	226,636	488,585	781,603	418,949	231,849	-	14,174	2,000	3,964,129	1,137,462

Notes:

1) Excludes transactions that do not consume fuel.

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

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

Line No.	Item	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Total	Prior Period Adj. ³	Mar-24 - May-24 Plus PPA in Col. (o)
		(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
1	System L&U ²	17,712	9,783	(68,252)	(49,574)	(43,839)	(44,450)	(84,622)	(66,203)	(116,410)	(135,570)	(109,483)	(102,916)	(793,823)	(6,368)	(354,336)
L&U Allocation																
2	Mainline	12,620	6,922	(48,926)	(35,009)	(31,628)	(29,671)	(55,117)	(46,052)	(75,182)	(91,606)	(73,870)	(69,183)	(536,701)	(4,617)	(239,275)
3	Medicine Bow	5,001	2,763	(18,475)	(14,189)	(11,962)	(13,703)	(26,769)	(18,611)	(38,877)	(42,023)	(35,282)	(32,317)	(244,444)	(1,728)	(111,350)
4	Kanda	-	25	(122)	-	(90)	(725)	(1,732)	(1,125)	(1,884)	(1,941)	(305)	(1,413)	(9,312)	(15)	(3,674)
5	Piceance - All	91	73	(729)	(376)	(159)	(351)	(1,004)	(415)	(467)	-	(26)	(3)	(3,366)	(8)	(37)
6	Total System L&U	17,712	9,783	(68,252)	(49,574)	(43,839)	(44,450)	(84,622)	(66,203)	(116,410)	(135,570)	(109,483)	(102,916)	(793,823)	(6,368)	(354,336)

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 volume adjustments for February 2022, August 2023, and January 2024, and fuel volume adjustments for February 2024.

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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	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Total	Prior Period Adj. ²	Mar-24 - May-24 Plus PPA in Col. (o)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
Fuel Gas Used (FERC Accounts 810 and 812, Excluding Capitalized Gas) (Dth)¹																
1	Mainline	44,803	52,237	61,009	46,657	49,083	56,311	61,238	63,329	59,027	55,842	48,818	63,302	661,658	-	167,962
2	Medicine Bow	30,148	31,632	30,161	29,600	32,450	36,411	46,861	38,951	36,385	36,164	37,435	42,732	428,931	56	116,387
3	Piceance	43,702	29,424	28,034	24,637	32,683	34,476	40,872	51,789	75,259	87,331	55,962	67,317	571,486	-	210,610
4	Total	118,653	113,293	119,204	100,895	114,217	127,198	148,971	154,069	170,671	179,337	142,215	173,351	1,662,075	56	494,959

Notes:

- 1) Excludes off-system fuel directly retained.
- 2) Prior period adjustments associated with fuel volume adjustments for February 2024.

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

Quantity (Dth)														
Line No.	Item	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Total
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
FERC Account 810 Compressor Station Fuel Gas Consumption														
1	BAXTER ENGINE FUEL GAS	4,635	8,640	14,568	3,712	2,346	7,772	11,951	12,077	9,544	5,080	5,373	14,191	99,888
2	DOUGLAS COMP. STA. TOTAL FUEL	29,313	30,685	29,384	28,834	31,642	35,392	45,435	38,041	35,722	35,386	36,771	41,328	417,935
3	ECHO JUNCTION COMPRESSOR FUEL	7,230	8,147	8,602	6,737	8,056	7,030	7,992	7,850	8,332	8,682	7,845	7,894	94,397
4	HAROLD BURROW COMPRESSOR STATION	-	-	-	-	0	-	-	1	-	-	-	-	1
5	LARAMIE WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	38	-	-	-	6,184	6,223
6	PICEANCE LATERAL COMPRESSOR FUEL	41,213	27,406	20,611	22,496	26,615	31,607	25,725	24,970	22,857	37,236	30,689	34,577	346,001
7	RAWLINS TO WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
8	SNAKE RIVER COMPRESSOR	22	-	4,966	-	3,291	0	11,989	23,131	48,785	45,892	21,659	29,691	189,426
9	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
10	WIC WAMSUTTER COMPRESSOR FUEL	32,306	34,561	36,144	35,636	37,796	38,895	39,990	39,481	39,961	40,940	34,694	34,172	444,576
11	WIC-CHEYENNE COMPRESSOR FUEL	-	-	-	-	-	-	-	2,274	-	-	-	-	2,274
12	Total	114,719	109,440	114,274	97,413	109,747	120,696	143,082	147,864	165,201	173,216	137,030	168,038	1,600,720
13	FERC Account 812 - Other Fuel Gas ¹	3,934	3,854	4,930	3,481	4,470	6,503	5,890	6,205	5,470	6,121	5,185	5,313	61,356

Notes:

1) Excludes off-system FL&U.

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**Appendix F
FL&U Retention**

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

Line No.	Item	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Total	Prior Period Adj. ¹	Mar-24 - May- 24 Plus PPA in Col. (o)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
Fuel-Current																
1	Mainline	57,431	80,745	87,802	46,670	51,936	52,759	64,168	61,952	50,772	67,896	48,775	49,331	720,237		166,002
2	Medicine Bow	28,693	31,288	31,829	26,915	28,570	32,199	37,046	33,632	34,545	40,666	52,986	60,590	438,959	119	154,361
3	Piceance	29,004	26,799	29,729	42,178	45,761	44,964	30,408	30,482	28,747	29,441	25,393	27,360	390,266		82,194
4	Total Fuel-Current	115,128	138,832	149,360	115,763	126,267	129,922	131,622	126,066	114,064	138,003	127,154	137,281	1,549,462	119	402,557
Fuel-True-up																
5	Mainline	2,893	4,174	4,490	(46,670)	(51,936)	(52,759)	(64,168)	(61,952)	(50,772)	(51,241)	(36,871)	(37,288)	(442,100)		(125,400)
6	Medicine Bow	9,105	9,867	10,046	(12,729)	(13,409)	(15,130)	(8,279)	(7,541)	(7,743)	(7,377)	(18,937)	(21,627)	(83,754)	(43)	(47,984)
7	Piceance	10,538	9,692	10,762	10,300	11,180	10,985	1,271	1,286	1,206	(20,835)	(17,978)	(19,357)	9,050		(58,170)
8	Total Fuel-True-up	22,536	23,733	25,298	(49,099)	(54,165)	(56,904)	(71,176)	(68,207)	(57,309)	(79,453)	(73,786)	(78,272)	(516,804)	(43)	(231,554)

Notes:

1) Prior period adjustments associated with volume adjustments for January 2024.

**Wyoming Interstate Company, L.L.C.
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**Appendix G
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	March 2024 ⁷	(96,222)	0	0	0	(96,222)	(0)	\$1.2780	(\$0)
2	April 2024	(73,870)	0	0	0	(68,814)	(5,056)	\$1.1632	(\$5,881)
3	May 2024	(69,183)	0	0	0	0	(69,183)	\$1.2310	(\$85,164)
4	Total	(239,275)	0	0	0	(165,036)	(74,239)		(\$91,045)

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).
- 4) See Appendix F, Schedule 2, line 6, 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 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 (a)	Apr-24 (b)	May-24 (c)	Total (d)	Pro-Rata
					Refund Allocation (e)
1	ANADARKO ENERGY SERVICES COMPANY - 201932	8,041,604	11,488,850	19,530,454	\$20,690
2	BP ENERGY COMPANY - 200845		254,008	254,008	\$269
3	BP ENERGY COMPANY - 215885	200,531	229,353	429,884	\$455
4	BP ENERGY COMPANY - 219230	1,110,331	858,370	1,968,701	\$2,086
5	CASTLETON COMMODITIES MERCHANT TRADING L.P. - 200859	7		7	\$0
6	CASTLETON COMMODITIES MERCHANT TRADING L.P. - 215883	905,978	352,413	1,258,391	\$1,333
7	CIMA ENERGY, LP - 220198	720,742	743,245	1,463,987	\$1,551
8	CITADEL ENERGY MARKETING LLC - 212124		2,800	2,800	\$3
9	CITADEL ENERGY MARKETING LLC - 216493	1,425,000	1,434,242	2,859,242	\$3,029
10	CITADEL ENERGY MARKETING LLC - 216713	913,426	230,268	1,143,694	\$1,212
11	CITADEL ENERGY MARKETING LLC - 217275	623,959	96,336	720,295	\$763
12	CITADEL ENERGY MARKETING LLC - 218314	5,320,707	5,142,669	10,463,376	\$11,085
13	CITIGROUP ENERGY INC. - 200876	298,361	2,572,421	2,870,782	\$3,041
14	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 216324	876,684	407,984	1,284,668	\$1,361
15	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217484	570,810	589,837	1,160,647	\$1,230
16	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 218782	180,240	186,248	366,488	\$388
17	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 218783	90,120	93,124	183,244	\$194
18	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 218784	60,090	62,093	122,183	\$129
19	CONCORD ENERGY LLC - 202162	207,595	735,027	942,622	\$999
20	CONCORD ENERGY LLC - 214667	370,525	259,978	630,503	\$668
21	CONCORD ENERGY LLC - 215149	262,415	0	262,415	\$278
22	CONCORD ENERGY LLC - 217794	546,773	199,142	745,915	\$790
23	CONCORD ENERGY LLC - 218446	1,167,077	1,023,380	2,190,457	\$2,320
24	CONOCOPHILLIPS COMPANY - 215881	988,806	704,761	1,693,567	\$1,794
25	DCP MIDSTREAM MARKETING, LLC - 200789	1,658,013	1,736,000	3,394,013	\$3,596
26	DCP MIDSTREAM MARKETING, LLC - 210725	3,559,873	4,435,515	7,995,388	\$8,470
27	DCP MIDSTREAM MARKETING, LLC - 213516	3,233,113	4,847,684	8,080,797	\$8,561
28	DXT COMMODITIES NORTH AMERICA INC. - 218769		4,800	4,800	\$5
29	EIF KC LANDFILL GAS, LLC - 216553	50,601	88,919	139,520	\$148
30	HARTREE PARTNERS, LP - 218485	774,861	1,353,655	2,128,516	\$2,255
31	J. ARON & COMPANY LLC - 200717	10,198	36,977	47,175	\$50
32	MIECO LLC - 200884	335,571	338,074	673,645	\$714
33	MIECO LLC - 217273	70,450	84,540	154,990	\$164
34	NRG BUSINESS MARKETING LLC - 215148	326,973	346,208	673,181	\$713
35	NRG BUSINESS MARKETING LLC - 217449	401,154	450,945	852,099	\$903
36	NRG BUSINESS MARKETING LLC - 219182	375,248	379,575	754,823	\$800
37	NRG BUSINESS MARKETING LLC - 219183	598,525	617,092	1,215,617	\$1,288
38	RADIATE ENERGY LLC - 219628	481	0	481	\$1
39	SEQUENT ENERGY MANAGEMENT LLC - 219208	1,631,291	1,900,932	3,532,223	\$3,742
40	SOUTHWEST ENERGY, L.P. - 214722	73,340	52,041	125,381	\$133
41	SPOTLIGHT ENERGY, LLC - 217274	517,281	95,159	612,440	\$649
42	SPOTLIGHT ENERGY, LLC - 220001	20,918	147,075	167,993	\$178
43	STANCHION ENERGY, LLC - 220239		28,807	28,807	\$31
44	STANCHION ENERGY, LLC - 220434	242,820	343,838	586,658	\$621
45	STANCHION ENERGY, LLC - 220980		10,000	10,000	\$11
46	SYMMETRY ENERGY SOLUTIONS, LLC - 220302	36,174	27,555	63,729	\$68
47	TENASKA MARKETING VENTURES - 200848	23,037	32,392	55,429	\$59
48	TENASKA MARKETING VENTURES - 217271	70,450	73,268	143,718	\$152
49	TENASKA MARKETING VENTURES - 219999	222,899	456,050	678,949	\$719
50	TWIN EAGLE RESOURCE MANAGEMENT, LLC - 219736	38,346	58,260	96,606	\$102
51	UNITED ENERGY TRADING, LLC - 219656	425,143	567,154	992,297	\$1,051
52	WOODRIVER ENERGY LLC - 220308		350	350	\$0
53	WYOMING PRODUCER CONSUMER ALLIANCE - 220314	76,650	108,342	184,992	\$196
54	Total	39,655,191	46,287,756	85,942,947	\$91,045