



October 31, 2023

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. RP24-

Commissioners:

Wyoming Interstate Company, L.L.C. ("WIC") tenders for filing and acceptance by the Federal Energy Regulatory Commission ("Commission") Version 62 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 December 1, 2023, the tendered tariff record revises the fuel and lost and unaccounted-for charges applicable to transportation service on WIC's system. As discussed later and to the extent necessary, WIC requests a one-time, limited waiver of the provisions in section 13 of the General Terms & Conditions ("GT&C") of its Tariff to include the small net total remaining balance of a small over recovery of FL&U for the Powder River Lateral in its calculation of the Fuel Requirement Adjustment of the Fuel Gas component for the Mainline.

## **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**

	<b><u>Proposed Fuel Rates (Instant Filing):</u></b>			<b><u>Change from Percentages Currently In Effect:</u></b>		
	Projected Fuel Requirement %	Fuel Requirement Adjustment % (True-up)	<b>Total Proposed Fuel %</b>	Change in Projected Fuel Requirement %	Change In Fuel Requirement Adjustment % (True-up)	<b>Change in Total Fuel %</b>
Mainline System	0.45%	-0.45%	0.00%	0.04%	-0.04%	0.00%
Powder River <sup>2</sup>	N/A	N/A	N/A	N/A	N/A	N/A
Medicine Bow	0.18%	-0.04%	0.14%	0.01%	0.04%	0.05%
Piceance (WIC ML & Other PL)	0.24%	0.01%	0.25%	-0.13%	-0.08%	-0.21%
Kanda Incremental (WIC ML and Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Diamond Mountain <sup>3</sup> (WIC ML and Other PL)	N/A	N/A	N/A	N/A	N/A	N/A

  

	<b><u>Proposed L&amp;U Rates (Instant Filing):</u></b>			<b><u>Change From Percentages Currently in Effect:</u></b>		
	Projected L&U Requirement %	L&U Requirement Adjustment % (True-up)	<b>Total Proposed L&amp;U %</b>	Change in Projected L&U Requirement %	Change in L&U Requirement Adjustment % (True-up)	<b>Change in Total L&amp;U %</b>
Mainline System	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Powder River <sup>2</sup>	N/A	N/A	N/A	N/A	N/A	N/A
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 Diamond Mountain <sup>3</sup> (WIC ML)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Incremental and Diamond Mountain <sup>3</sup> (Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

<sup>1</sup> 18 C.F.R. §§ 154.201 – 154.210 (2022).

<sup>2</sup> The Powder River fuel and L&U percentages are no longer applicable. See the Powder River discussion *infra* p. 3.

<sup>3</sup> The Diamond Mountain Compressor Station fuel and L&U percentages are no longer applicable. See the Diamond Mountain Compressor Station discussion *infra* p. 5.

### 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 December 1, 2023. 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 G included herewith.

#### *Mainline*

As noted in Table A above, the total fuel retention percentage for the Mainline System is unchanged at 0.00%. The Projected Fuel Requirement percentage increases to 0.45% primarily due to a decrease in projected throughput volumes without a corresponding decrease in fuel. The Fuel Requirement Adjustment decreases to negative 0.45% from negative 0.41% and reflects 12,035 Dths of over-collected L&U from the June 2023 through August 2023 data collection period<sup>4</sup> being included in the Fuel Requirement Adjustment calculation. Also, the Fuel Requirement Adjustment includes 4,793 Dth of over-collected FL&U from the Powder River Lateral<sup>5</sup> (see the Powder River Lateral discussion below). This results in a 0.00% total fuel retention percentage for the Mainline System.

#### *Powder River Lateral*

The Powder River Lateral fuel and L&U rates recover fuel consumed and L&U experienced on the Powder River Lateral. On February 14, 2023 in Docket No. CP23-59-000, as part of a joint filing with Colorado Interstate Gas Company, L.L.C., WIC requested that the Commission grant abandonment of WIC's capacity on the Powder River Lateral. On August 1, 2023, the Commission issued an order granting WIC's request for abandonment of its Powder River Lateral capacity.<sup>6</sup> Accordingly, on October 3, 2023, WIC filed a compliance filing providing notice that on October 1, 2023 WIC had abandoned its capacity on the Powder River Lateral. In addition, on September 29, 2023 in Docket No. RP23-1138-000, WIC proposed in a filing to the Commission to remove all references to the Powder River Lateral from its Tariff including its fuel and lost and unaccounted for percentages associated with service on the Powder River

---

<sup>4</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>5</sup> See Appendix A, Schedule 1, line 10, col. (b).

<sup>6</sup> See *Colorado Interstate Gas Co.*, 184 FERC ¶ 62,067 (2023).

Lateral effective November 1, 2023. The Commission accepted the proposed tariff records as requested in a letter order issued on October 23, 2023.<sup>7</sup>

As a result of the abandonment and the tariff filing, WIC no longer has a Fuel and Lost and Unaccounted for gas tracker associated with the Powder River Lateral; however, WIC has a small total net remaining over-recovered FL&U balance of 4,793 Dth associated with the Powder River Lateral.<sup>8</sup> Because WIC's Powder River Lateral has not had shippers or throughput for several years, these balances were not created recently. Under the circumstances including the size of the net over recovery and the age of the balances, WIC proposes to apply the total net remaining over-recovered FL&U balance to WIC's Mainline Fuel Gas component as discussed in the Mainline fuel section on page 3.

To the extent necessary, WIC requests a limited, one-time waiver of the tariff provisions in section 13 of the GT&C of WIC's Tariff to permit the inclusion of the net total over recovered quantity of 4,793 Dth in the calculation of the Fuel Requirement Adjustment of the Fuel Gas component for WIC's Mainline. The Commission grants waiver of tariff provisions where: (1) the requester has acted in good faith; (2) the waiver is of limited scope; (3) the waiver addresses a concrete issue; and (4) the waiver does not have undesirable consequences such as harming third parties.<sup>9</sup> WIC has acted in good faith in proposing a reasonable method to return a small net over recovery of FL&U balances for the now abandoned WIC Powder River Lateral. WIC's request addresses the concrete issue of the treatment of the net over recovery by waiving only the provisions for the specific calculation of the Fuel Requirement Adjustment of the Fuel Gas component for the Mainline. Finally, the requested waiver would not create undesirable consequences. Thus, to the extent necessary, WIC's request for waiver should be granted.

#### *Medicine Bow Lateral*

The total fuel retention percentage for the Medicine Bow Lateral is proposed to increase to 0.14%. The Projected Fuel Requirement percentage is relatively unchanged at 0.18%. The Fuel Requirement Adjustment increased to negative 0.04% and reflects 10,521 Dth of over-collected L&U volumes from the June 2023 through August 2023 data collection period being included in the calculation of the Fuel Requirement Adjustment.<sup>10</sup> This results in a 0.14% total fuel retention percentage for the Medicine Bow Lateral.

---

<sup>7</sup> See *Wyoming Interstate Co.*, Docket No. RP23-1138-000 (Oct. 23, 2023) (unpublished letter order).

<sup>8</sup> See Appendix A, Schedule 1, note 9.

<sup>9</sup> See, e.g., *Citizens Sunrise Transmission LLC*, 171 FERC ¶ 61,106 at P 10 (2020).

<sup>10</sup> See Appendix A, Schedule 1, line 11, col. (d).

*Piceance Lateral*

The proposed total fuel retention percentage for the Piceance Lateral is 0.25%. The Projected Fuel Requirement percentage decreases to 0.24% primarily due to a decrease in projected fuel use relative to throughput for the period these rates will be in effect. The Fuel Requirement Adjustment percentage decreases to 0.01%<sup>11</sup> and reflects 559 Dth of over-collected L&U volumes from the June 2023 through August 2023 data collection period being included in the calculation of the Fuel Requirement Adjustment. This Fuel Requirement Adjustment of 0.01% is intended to recover 1,750 Dth of under-collected fuel volumes from Piceance shippers during the period these rates will be in effect. These percentages result in a 0.25% total fuel retention percentage for the Piceance Lateral.

*Diamond Mountain Compressor Station*

The Diamond Mountain Compressor Station fuel rate recovers fuel consumed at the WIC Diamond Mountain Compressor Station ("Diamond Mountain"). On June 12, 2023 in Docket No. CP23-14-000, the Commission authorized WIC to abandon in-place Diamond Mountain.<sup>12</sup> WIC provided a notification on September 21, 2023 that the abandonment activities were completed on September 13, 2023. In addition, in Docket No. RP23-893-000, WIC filed tariff records to remove references to Diamond Mountain, including the applicable FL&U reimbursement percentages shown on the Statement of Rates from its Tariff effective September 1, 2023.<sup>13</sup> The Commission accepted the proposed tariff records by letter order issued August 21, 2023.<sup>14</sup>

Also, as shown on Appendix A, Schedule 1, WIC has an over-recovery of fuel related to Diamond Mountain of 19,305 Dth<sup>15</sup> for the June 2023 to August 2023 period. WIC previously reported in Docket No. RP23-893-000, an under-recovery of fuel related to Diamond Mountain of 22,500 Dth for the March 2023 to May 2023 period.<sup>16</sup> As such, WIC has a total remaining fuel under-recovery balance of 3,645 Dth associated with Diamond Mountain.<sup>17</sup> However, as

---

<sup>11</sup> See Appendix A, Schedule 1, lines 4-14, col. (e).

<sup>12</sup> See *Wyoming Interstate Co.*, 183 FERC ¶ 62,141 (2023).

<sup>13</sup> See "Diamond Mountain Abandonment Compliance Filing," Docket No. RP23-893-000 (July 11, 2023).

<sup>14</sup> See *Wyoming Interstate Co.*, Docket No. RP23-893-000 (Aug. 21, 2023) (unpublished letter order).

<sup>15</sup> See Appendix A, Schedule 1, line 12, col. (f).

<sup>16</sup> See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 1, Line No. 11, Col. (f), Docket No. RP23-932-000 (July 31, 2023).

<sup>17</sup> Diamond Mountain remaining fuel balance: (22,950 Dth – 19,305 Dth = 3,645 Dth). See also Appendix A, Schedule 1, note 8.

described in WIC's request for abandonment of Diamond Mountain,<sup>18</sup> WIC is not seeking recovery of such under-collected fuel quantities.

### *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 September 2022 through August 2023. As shown on Schedule 1 of Appendix D, WIC experienced an overall "gain" during this time period which results in the calculation of negative L&U reimbursement percentages. WIC's tariff prevents the establishment of negative L&U reimbursement percentages that would otherwise have resulted from the use of the overall "gain". Instead, Section 13.3 of the GT&C requires the projected L&U percentage to be set at 0.00% under these circumstances. Therefore, the Projected L&U Requirement is proposed to be 0.00% for the Mainline and each of the laterals. These retention percentages are detailed in Table A above.

### L&U Requirement Adjustment

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

As shown on Appendix A, Schedule 2, line 4, column (b), the Mainline experienced an L&U gain of 28,874 Dth during the period of June 2023 through August 2023. As discussed earlier, 12,035 Dth of over-collected L&U volumes is being included in the calculation of the Mainline Fuel Requirement Adjustment.<sup>19</sup> WIC is proposing to defer to a future filing the remaining 16,839 Dth of over-collected L&U quantities on the Mainline pursuant to GT&C Section 13.3 of WIC's tariff.<sup>20</sup> Accordingly, the total proposed L&U reimbursement percentage is 0.00% for the Mainline System.

---

<sup>18</sup> "Application of Wyoming Interstate Company, L.L.C.," Exhibit Y, Docket No. CP23-14-000 (Nov. 10, 2022).

<sup>19</sup> See Appendix A, Schedule 1, line 10, col. (b).

<sup>20</sup> Including the remaining 16,839 Dth of over-collected L&U in the Fuel Requirement Adjustment calculation would cause the total Mainline fuel percentage to be less than zero percent which is prohibited by GT&C Section 13.3.

As shown on Appendix A, Schedule 2, line 4, column (d), the Medicine Bow Lateral experienced a gain of L&U of 10,521 Dth for the period June 2023 through August 2023. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, this 10,521 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 (e), the Piceance-Other Pipeline experienced a gain of L&U of 559 Dth for the period June 2023 through August 2023. As discussed above in the section on the fuel percentage for the Piceance Lateral, the gain of 559 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 Powder River L&U reimbursement percentage is no longer applicable (see the Powder River Lateral discussion on page 3). The Kanda – Other Pipeline total proposed L&U reimbursement percentage remains at 0.00% with 95 Dth of over-collected L&U deferred to a future filing pursuant to GT&C Section 13.3 of WIC’s tariff.

#### **Section 154.204 Discussion**

Pursuant to 18 C.F.R. § 154.204 (2022), 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>21</sup> 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.

---

<sup>21</sup> 18 C.F.R. §§ 154.1 - 154.603 (2022).

WIC respectfully requests the Commission accept the tendered tariff record for filing and permit it to become effective on December 1, 2023, 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  
David\_Cain@kindermorgan.com

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 (2022)).

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

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 31<sup>st</sup> day of October, 2023.

/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)	0.45%	-0.45%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.45%	-0.45%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.18%	-0.04%	0.14%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.18%	-0.04%	0.14%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	2.00%
L&U Percentage (Note 7)	n/a	n/a	0.00%
			-----
Total FL&U Percentage	n/a	n/a	2.00%
L&U Percentage	n/a	n/a	0.00%

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

Piceance Lateral

Fuel Gas Percentage To Transporter's Mainline System	0.24%	0.01%	0.25%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.24%	0.01%	0.25%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.24%	0.01%	0.25%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.24%	0.01%	0.25%
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. <del>4145</del> %	-0. <del>4145</del> %	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. <del>4145</del> %	-0. <del>4145</del> %	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0. <del>4718</del> %	-0. <del>0804</del> %	0. <del>0914</del> %
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. <del>4718</del> %	-0. <del>0804</del> %	0. <del>0914</del> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	2.00%
L&U Percentage (Note 7)	n/a	n/a	0.00%
			-----
Total FL&U Percentage	n/a	n/a	2.00%
L&U Percentage	n/a	n/a	0.00%

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

Piceance Lateral

Fuel Gas Percentage To Transporter's Mainline System	0. <del>37</del> <u>24</u> %	0. <del>09</del> <u>01</u> %	0. <del>46</del> <u>25</u> %
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. <del>37</del> <u>24</u> %	0. <del>09</del> <u>01</u> %	0. <del>46</del> <u>25</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0. <del>37</del> <u>24</u> %	0. <del>09</del> <u>01</u> %	0. <del>46</del> <u>25</u> %
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. <del>37</del> <u>24</u> %	0. <del>09</del> <u>01</u> %	0. <del>46</del> <u>25</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

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

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

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

**Appendix Table of Contents**

Appendix A	FL&U Reimbursement Percentages
Appendix B	Physical Gas Balance
Appendix C	Throughput
Appendix D	L&U Allocation
Appendix E	Fuel Consumption
Appendix F	FL&U Retention
Appendix G	Cheyenne Station Fuel Assignment



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

**Appendix A  
FL&U Reimbursement Percentages**

**Wyoming Interstate Company, L.L.C.**  
**Fuel Percentage Calculation**  
(Quantities in Dth unless otherwise noted)

Line No.	Description	Mainline System	Powder River <sup>9</sup>	Medicine Bow	Piceance	Diamond Mountain <sup>8</sup>
	(a)	(b)	(c)	(d)	(e)	(f)
<b>Current Period Retention Percentage <sup>1</sup></b>						
1	Fuel Gas Projected During Forecast Period (Dec 23 - Feb 24) <sup>2</sup>	91,437	-	77,062	70,560	-
2	Fuel-Related Receipts (Throughput)	20,471,563	-	42,701,759	29,323,948	-
3	Projected Fuel Requirement [line 1 / line 2]	0.45%	N/A	0.18%	0.24%	N/A
<b>Volumetric True-up Retention Percentage</b>						
Current Deficiency/(Gain) for Jun 2023 - Aug 2023 Period						
4	Fuel Gas Consumed <sup>3</sup>	158,075	-	91,994	101,161	-
5	Fuel Gas Retained - Current <sup>4</sup>	225,978	-	91,810	85,532	3,688
6	Current Deficiency/(Gain) [line 4 - line 5]	(67,903)	-	184	15,629	(3,688)
True-up Deficiency/(Gain) for Jun 2023 - Aug 2023 Period						
7	Fuel Gas Sought for True-up <sup>5</sup>	4,851	1,173	24,334	17,672	(16,361)
8	Fuel Gas Retained - True-up <sup>6</sup>	11,557	-	29,018	30,992	(744)
9	True-up Deficiency/(Gain) [line 7 - line 8]	(6,706)	1,173	(4,684)	(13,320)	(15,617)
10	Powder River FL&U Balance <sup>9</sup>	(4,793)				
11	L&U Over-collection from Jun 2023 - Aug 2023 Period <sup>7</sup>	(12,035)		(10,521)	(559)	-
12	Net Deficiency/(Gain) to be Trued-up During Dec 2023 - Feb 2024 [line 6 + line 9 + line 10 + line 11]	(91,437)	-	(15,022)	1,750	(19,305)
13	Fuel-Related Receipts (Throughput)	20,471,563	-	42,701,759	29,323,948	-
14	Fuel Requirement Adjustment [line 12 / line 13]	-0.45%	N/A	-0.04%	0.01%	N/A
15	Total Fuel Retention Percentage [line 3 + line 14]	0.00%	N/A	0.14%	0.25%	N/A

Notes:

- The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of December 2023 - February 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. Off-system FL&U is directly assessed to all shippers using WIC's off-system capacity.
- See Appendix E, Schedule 1, col. (p). Excludes quantities for capitalized gas.
- See Appendix F, Schedule 1, lines 1-6, col. (o).
- See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 1, Line No. 11, Docket No. RP23-707-000 (Apr. 25, 2023).
- See Appendix F, Schedule 1, lines 7-12, col. (o).
- The quantities on this line are being applied from over-collected L&U volumes from Appendix A, Schedule 2, line 10 of this filing.
- For a description of the Diamond Mountain abandonment see the transmittal letter at 5-6.  
In Appendix A, Schedule 1, line 11, col. (f) of Docket No. RP23-932-000, WIC reported a fuel under-collection of 22,950 Dth for the Mar 2023 to May 2023 period for Diamond Mountain. In the instant filing, WIC is reporting a fuel over-collection of 19,305 Dth for the Jun 2023 to Aug 2023 period as shown on line 12, col. (f) above. As such, WIC has a total remaining fuel under-collection of 3,645 Dth (22,950 Dth - 19,305 Dth = 3,645 Dth) for Diamond Mountain. Consistent with the certificate filing, WIC will not seek recovery of the total remaining 3,645 Dth of unrecovered Diamond Mountain fuel volumes.
- For a description of the abandonment of the Powder River Lateral, see the transmittal letter at 3-4.  
As shown below, WIC has a remaining total over-recovered FL&U balance of 4,793 Dth. WIC is proposing to apply the net total remaining over-recovered FL&U balance to WIC's Mainline fuel as shown on line 10, col. (b) above.

Powder River FL&U Remaining Balances:

	Mar - May 2023	Jun - Aug 2023	Total Balance
Fuel	(7,842)	1,173	(6,669) /1
L&U	1,876	-	1,876 /2
Total	(5,966)	1,173	(4,793)

/1 See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 1, Line No. 9, Col. (c), Docket No. RP23-932-000 (July 31, 2023) and line 7, col. (c) above, respectively, for the remaining Powder River Lateral fuel balances.

/2 See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 9, Col. (c), Docket No. RP23-932-000 (July 31, 2023) and Appendix A, Schedule 2, line 7, col. (c) in the instant filing, respectively, for the remaining Powder River Lateral L&U balances.

## Wyoming Interstate Company, L.L.C.

## L&amp;U Percentage Calculation

(Quantities in Dth unless otherwise noted)

Line No.	Description (a)	Mainline System (b)	Powder River <sup>11</sup> (c)	Medicine Bow (d)	Piceance - Other Pipeline (e)	Kanda - Other Pipeline (f)
<b>Current Period Retention Percentage<sup>1</sup></b>						
1	L&U Projected During Forecast Period <sup>2</sup>	(185,676)	-	(68,380)	(3,312)	(551)
2	L&U Receipts (Throughput) <sup>3</sup>	528,164,312	-	177,031,447	9,568,618	2,479,664
3	Projected L&U Requirement [line 1 / line 2; if less than zero, reflected zero]	0.00%	N/A	0.00%	0.00%	0.00%
<b>Volumetric True-up Retention Percentage</b>						
Current Deficiency/(Gain) for Jun 2023 - Aug 2023 Period						
4	L&U Experienced <sup>4</sup>	(28,874)	-	(10,521)	(559)	(95)
5	L&U Retained - Current <sup>5</sup>	-	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(28,874)	-	(10,521)	(559)	(95)
True-up Deficiency/(Gain) for Jun 2023 - Aug 2023 Period						
7	L&U Sought for True-up <sup>6</sup>	-	-	-	-	-
8	L&U Gas Retained - True-up <sup>7</sup>	-	-	-	-	-
9	L&U True-up Deficiency/(Gain) [line 7 - line 8]	-	-	-	-	-
10	L&U to be Netted <sup>8</sup>	(12,035)	-	(10,521)	(559)	-
11	L&U to be Deferred to a Future Filing <sup>9</sup>	(16,839)	-	-	-	(95)
12	Net Deficiency/(Gain) to be Trued-up During Dec 2023 - Feb 2024 [line 6 + line 9 - line 10 - line 11]	0	-	-	-	-
13	L&U-Related Receipts for Dec 2023 - Feb 2024 <sup>10</sup>	142,356,148	-	38,548,355	2,780,422	1,338,434
14	L&U Requirement Adjustment [line 12 / line 13]	0.00%	N/A	0.00%	0.00%	0.00%
15	Total L&U Retention Percentage [line 3 + line 14]	0.00%	N/A	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 August 2023 as shown on Schedule 1 of Appendix D divided by receipts experienced during the 12 month period ending August 2023.
- 2) Excludes quantities associated with off-system capacity, including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U is directly assessed to shippers using WIC's off-system capacity.
- 3) L&U receipts forecasted for current period based on historical data from September 2022 through August 2023. See Appendix C, Schedule 1, lines 6-10, col. (n).
- 4) See Appendix D, Schedule 1, lines 2-7, col. (p).
- 5) See Appendix F, Schedule 2, lines 1-6, col. (o).
- 6) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 11, Docket No. RP23-707-000 (Apr. 25, 2023).
- 7) See Appendix F, Schedule 2, lines 7-12, 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 Mainline deferral quantities were set to a level that resulted in a total L&U Retention Percentage of 0.00% after 12,035 Dth of over-collected L&U was netted with the fuel volumes.
- 10) 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 December 2023 through February 2024, WIC is using receipts experienced during December 2022 through February 2023 to reasonably estimate L&U-related receipts.
- 11) The Powder River Lateral L&U rate is no longer applicable - see Appendix A, Schedule 1, note 9 of the instant filing for additional details.

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

**Appendix B**  
**Physical Gas Balance**

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

Line No.	Item	Receipts (Dth)												Total
		Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	
1	ANTELOPE (AMS) (892022)	1,687,752	1,497,981	1,076,164	762,122	641,318	607,167	1,025,030	1,087,933	1,427,155	1,758,990	2,017,114	1,707,933	15,296,661
2	BOWIE (BOW) (800104)	4,077,235	3,072,540	3,252,085	4,389,162	3,267,579	3,660,363	3,251,635	1,767,869	2,001,843	2,655,721	3,866,301	3,578,647	38,840,980
3	BAXTER TO WIC (BTW) (800116)	3,759,072	3,341,010	3,911,339	4,128,731	3,721,484	3,137,903	3,701,664	3,073,581	2,585,165	1,144,563	2,336,890	3,795,919	38,637,322
4	BITTER CREEK (BTC) (800115)	192,326	446,129	1,745,293	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	20,354,194
5	BRONZE DOME (BZD) (896107)	-	-	-	-	-	-	-	-	-	-	-	-	-
6	BUCKING HORSE (BKH) (47849)	3,148,686	3,543,315	3,187,564	2,770,529	2,807,654	2,438,326	2,943,479	2,570,355	2,944,516	2,506,087	2,803,326	2,611,612	34,275,448
7	CHALK BUTTES (CBR) (50156)	2,855,799	3,590,724	3,925,291	3,869,567	4,418,890	3,990,342	5,317,940	4,914,419	5,487,094	5,421,002	4,620,999	5,567,894	53,979,961
8	CHEYENNE JUMPER TO WELD (49841)	-	-	-	-	-	-	-	-	-	-	-	-	-
9	WIC/CIG SPARROW DELIVERY WELD (50528)	4,576,492	6,521,574	4,665,505	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	70,093,018
10	COTTONWOOD (CTW) (896060)	333,736	798,552	427,488	160,842	74,547	-	221,546	140,967	196,350	461,349	485,424	812,459	4,113,260
11	CRESTON (CRE) (896054)	1,062,887	1,080,248	923,671	1,020,032	900,897	279,186	41,321	240,581	946,903	1,026,663	903,505	1,093,936	9,519,830
12	FLYING HAWK (FLY) (800245)	7,746,958	10,409,535	6,387,363	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	95,173,695
13	GOLDEN DOME (GLD) (800273)	2,208,053	2,249,988	2,190,136	2,445,313	952,405	329,045	308,154	3,967	-	2,704	61,083	79,226	10,830,074
14	KANDA TO WIC-QUESTAR (KAW) (800336)	-	-	2	-	-	-	-	-	-	-	4	-	6
15	LARAMIE-WIC (LAW) (800367)	-	-	-	-	-	-	-	-	194	0	-	0	194
16	LOST CREEK WIC (LCW) (896043)	-	-	-	-	-	-	-	-	-	-	-	-	-
17	MEDICINE BOW (MBW) (896031)	2,012,629	1,987,578	1,975,857	1,690,797	1,815,177	1,614,307	1,997,923	1,832,467	1,364,157	-	265,571	1,528,800	18,085,263
18	OVERTHRUST/ WIC (OVW) (800528)	-	-	-	-	-	-	-	-	-	-	-	-	-
19	RAWLINS TO WIC (RTW) (800666)	-	-	-	-	-	-	-	-	-	0	-	-	0
20	RED RIM (RIM) (800633)	434,011	449,438	433,139	425,639	377,676	244,588	310,239	288,433	331,677	331,568	359,476	366,343	4,352,229
21	RIO BLANCO (RBL) (896062)	3,726,994	4,017,587	3,581,757	4,689,853	4,084,895	3,437,538	2,978,836	3,297,866	2,567,292	2,524,237	1,225,600	1,807,947	37,940,402
22	SILO PLANT (48646)	171,661	181,373	192,391	166,178	161,530	175,163	193,890	195,431	206,438	211,097	225,514	222,057	2,302,823
23	THUNDER CREEK (TCR) (896029)	4,061,496	3,949,322	3,976,287	3,616,132	3,432,755	2,984,326	3,383,362	3,734,006	3,789,087	4,872,139	6,152,976	4,320,634	48,272,521
24	TRAPPERS LAKE (TPL) (800722)	5,403,839	5,689,709	5,406,344	3,974,031	4,049,950	4,434,050	8,128,773	7,452,293	6,048,781	8,568,548	7,834,573	7,935,770	74,926,662
25	WALCOTT JUNCTION (WAL) (47968)	-	-	-	-	-	-	-	-	-	-	1,044	-	1,044
26	WAMSUTTER TO WIC (WAW) (800760)	-	-	-	-	-	-	-	-	34	-	-	-	34
27	WAPITI (WAP) (896017)	-	-	-	-	-	-	-	-	-	-	-	-	-
28	YELLOW JACKET PASS (YLJ) (896061)	-	-	-	62,062	73,030	219,468	413,772	35,036	110,856	221,045	6,876	31	1,142,177
29	Total Receipts	47,459,626	52,826,606	47,257,676	45,843,861	45,115,311	40,842,618	49,431,201	49,383,999	48,104,027	49,856,117	50,271,030	51,745,724	578,137,798
30	OFF-SYSTEM OVERTHRUST FL&U <sup>1</sup>	10,135	8,445	11,509	12,028	9,571	7,686	14,799	18,074	8,028	8,949	2,400	14,035	125,659
31	OFF-SYSTEM WHITE RIVER HUB FL&U <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
32	OFF-SYSTEM ROCKIES EXPRESS PIPELINE FL&U <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
33	Net Linepack Decrease	-	24,393	19,718	-	77,192	-	-	-	114,728	29,265	43,079	-	308,375
34	Total System Receipts	47,469,761	52,859,444	47,288,904	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	578,571,832
Line No.	Item	Deliveries (Dth)												Total
		Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	
35	CHROME DOME (CHD) (800140)	149,528	5,613	19,194	-	252	-	4,765	-	-	17,129	-	-	196,481
36	BITTER CREEK (BTC) (800115)	76,558	101,367	1,137	17	-	-	204	7	23	27,573	238	-	207,125
37	BOWIE (BOW) (800104)	-	-	-	-	-	-	-	8	-	-	-	521	529
38	BUCKING HORSE (BKD) (47848)	45,341	78,903	80,606	74,753	73,508	67,756	54,346	32,255	15,331	7,536	17,831	4,408	552,573
39	CHALK BUTTES (CBB) (50472)	-	-	-	-	-	-	-	-	-	-	-	-	-
40	CURLY (CUR) (800184)	1,098,701	327,458	1,243,822	2,104,153	774,559	816,774	790,128	312,132	206,783	29,578	1,024,406	501,790	9,230,283
41	DOVER (DOV) (800212)	2,050,198	2,974,818	1,622,544	1,933,480	1,861,407	1,554,396	2,159,239	1,414,393	2,476,615	3,284,410	2,713,890	1,929,770	25,975,160
42	DULKKNIFE (DUL) (896002)	12,429,380	15,427,966	5,852,002	2,530,930	3,387,666	6,530,949	9,894,168	10,768,420	14,890,310	15,390,926	11,792,092	13,111,156	122,005,964
43	FLYING HAWK (FLY) (800245)	-	-	-	0	-	-	-	-	1,606,097	-	-	-	1,606,097
44	HAPPY JACK (49167)	-	135	9	5	0	0	16	-	22	23	-	-	209
45	LITTLE WOLF (LTW) (896018)	-	-	-	-	-	-	-	-	-	-	-	-	-
46	LOME TREE DELIVERY WELD (54876)	385,994	528,676	1,076,942	1,204,097	858,733	828,603	1,036,215	1,776,325	2,730,426	2,692,185	2,859,163	2,993,591	18,970,950
47	OTTO ROAD (49168)	542,122	578,702	572,842	536,598	579,449	478,813	560,192	558,266	295,340	31,081	308,163	526,010	5,567,578
48	OVERTHRUST/ WIC (OVW) (800528)	13,839,954	13,951,964	14,912,826	15,770,866	14,100,280	12,341,517	13,553,260	12,814,129	8,369,290	11,030,160	11,716,091	13,307,039	155,707,376
49	OWL CREEK (OWL) (896026)	3,589,020	3,704,845	6,749,387	7,145,887	8,278,768	5,786,275	5,219,558	5,783,155	2,716,778	2,806,277	4,795,820	3,805,082	60,380,852
50	RAWLINS TO WIC (RTW) (800666)	2,284,162	3,083,200	1,797,923	1,696,668	1,913,117	1,714,377	3,526,409	3,014,917	1,972,488	2,732,217	2,050,759	3,243,559	29,029,817
51	ROCKPORT (RKP) (896021)	1,697,263	2,628,981	1,854,859	1,635,137	1,962,090	1,195,915	1,471,370	3,157,438	5,132,282	3,229,466	3,213,086	2,591,561	29,969,467
52	SILVER DOME (SLD) (896080)	458,908	86,899	19,800	14,962	11,758	-	-	-	-	-	-	-	592,327
53	SITTING BULL (STB) (896084)	731,283	1,176,636	-	35,759	-	37,550	207,470	596,653	949,010	822,230	842,649	718,291	6,117,531
54	SWEETWATER (SWT) (800709)	-	-	-	-	-	-	-	-	-	-	37,138	-	37,138
55	TAFT (TFT) (54065)	283,962	574,697	778,528	956,882	995,752	938,599	755,610	535,584	333,037	470,147	310,096	251,585	7,184,481
56	THREEMILE DELIVERY (TML) (896114)	7,381,879	7,494,006	10,334,315	9,660,739	9,940,839	8,171,208	10,009,028	8,512,898	6,460,880	7,097,677	8,416,780	8,535,717	102,015,967
57	THUNDER CHIEF (TDC) (800716)	-	-	-	-	-	-	-	-	-	-	-	-	-
58	TRAPPERS LAKE (TPL) (800722)	8	2,384	-	1,373	44	1,866	149	-	923	-	48	99	6,895
59	WALCOTT JUNCTION (WAL) (47968)	34,367	18,240	207,573	316,647	318,005	279,446	59,711	15,518	31,749	80,402	92,786	134,720	1,589,163
60	WAPITI (55370)	-	-	-	-	-	-	-	-	-	-	-	-	-
61	YELLOW TAIL DELIVERY (YLT) (800829)	-	-	-	-	-	-	-	-	-	-	-	-	-
62	Total Deliveries	47,278,668	52,745,490	47,124,310	45,618,952	45,056,227	40,744,044	49,301,837	49,292,102	48,187,382	49,749,017	50,191,036	51,654,900	576,943,963
63	System Fuel:	-	-	-	-	-	-	-	-	-	-	-	-	-
64	FERC Account 810 - Compressor Station Fuel <sup>2</sup>	104,203	116,867	125,335	120,294	126,763	110,543	159,743	131,803	105,575	123,668	111,840	128,309	1,464,943
65	FERC Account 812 - Capitalized Gas	-	-	-	-	-	-	-	-	-	-	-	-	-
66	FERC Account 812 - Other Utility Operations	3,287	3,675	4,088	5,554	5,644	5,273	5,569	4,822	5,042	3,934	3,854	4,930	55,671
67	Total Fuel	107,491	120,542	129,423	125,847	132,407	115,815	165,312	136,625	110,617	127,602	115,693	133,239	1,520,614
68	Net Linepack Increase	105,516	-	-	90,478	-	47,526	41,527	41,045	-	-	-	39,082	365,174
69	Total System Deliveries	47,491,674	52,866,032	47,253,733	45,835,277	45,188,634	40,907,385	49,508,676	49,469,771	48,297,999	49,876,619	50,306,729	51,827,221	578,829,751
70	L&U Loss/(Gain) [Line 34 - Line 69]	(21,913)	(6,588)	35,171	20,612	13,440	(57,081)	(62,675)	(67,698)	(71,216)	17,712	9,780	(67,461)	(257,919)

Notes:

1) FL&U used on MountainWest Overthrust Pipeline, LLC, 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 MountainWest Overthrust Pipeline, LLC, Rockies Express Pipeline and White River Hub.

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

**Appendix C**  
**Throughput**

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

Line No.	Item	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Total	Dec-22 - Feb-23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
<b>Fuel-Related Receipts (Dth)<sup>1</sup></b>															
1	Mainline	12,984,567	13,895,101	18,670,453	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	176,970,979	57,043,714
2	Medicine Bow	14,193,950	15,769,332	14,938,616	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	176,473,528	38,502,497
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda - Diamond Mountain	-	-	-	-	1,016,567	323,200	91,987	20,476	-	-	150,690	111,224	1,714,144	1,339,767
5	Piceance	11,121,770	10,951,304	11,197,166	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	139,924,213	36,077,588
<b>L&amp;U-Related Receipts (Dth)</b>															
6	Mainline	41,823,315	46,285,275	50,563,643	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	528,164,312	142,356,148
7	Medicine Bow	14,194,246	15,772,114	14,945,814	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	177,031,447	38,548,355
8	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Kanda	530,475	211,108	25,270	13,855	1,001,379	323,200	91,987	20,476	-	-	150,690	111,224	2,479,664	1,338,434
10	Piceance - Other Pipeline	1,955,227	1,098,093	435,222	1,570,441	858,439	351,542	262,505	353,820	1,305,237	276,512	435,359	666,221	9,568,618	2,780,422

Notes:

1) Excludes transactions that do not consume fuel.

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

**Appendix D**  
**L&U Allocation**



**Wyoming Interstate Company, L.L.C.**  
**System L&U Allocation <sup>1</sup>**

Line No.	Item	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Total	Prior Period Adj. <sup>3</sup>	Jun-23 - Aug-23 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 <sup>2</sup>	(21,913)	(6,588)	35,171	20,612	13,440	(57,081)	(62,675)	(67,698)	(71,216)	17,712	9,780	(67,461)	(257,919)	(79)	(40,049)
<b>L&amp;U Allocation</b>																
2	Mainline	(15,666)	(4,812)	26,958	15,911	10,264	(44,135)	(46,086)	(50,172)	(49,117)	12,620	6,920	(48,359)	(185,676)	(54)	(28,874)
3	Medicine Bow	(5,316)	(1,640)	7,968	4,201	2,792	(12,243)	(16,212)	(17,086)	(20,346)	5,001	2,762	(18,261)	(68,380)	(23)	(10,521)
4	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Kanda	(199)	(22)	13	4	207	(337)	(98)	(24)	-	-	25	(120)	(551)	-	(95)
6	Piceance - All	(732)	(114)	232	496	177	(366)	(279)	(416)	(1,753)	91	73	(721)	(3,312)	(2)	(559)
7	Total System L&U	(21,913)	(6,588)	35,171	20,612	13,440	(57,081)	(62,675)	(67,698)	(71,216)	17,712	9,780	(67,461)	(257,919)	(79)	(40,049)

## 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 70.

3) Prior period adjustments associated with fuel volume adjustments for May 2023.

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

**Appendix E**  
**Fuel Consumption**

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

Line No.	Item	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Total	Prior Period	Jun-23 - Aug-23 Plus
															Adj. <sup>2</sup>	PPA in Col.
	(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) <sup>1</sup>															
1	Mainline	52,938	59,541	67,556	68,341	65,398	56,556	61,852	47,968	52,283	44,803	52,237	61,009	690,483	25	158,075
2	Medicine Bow	32,046	34,635	34,413	35,478	35,075	31,341	34,147	32,780	30,996	30,148	31,632	30,161	392,853	53	91,994
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda - Diamond Mountain	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Piceance	12,371	17,921	15,945	10,000	22,363	20,232	54,514	37,802	19,310	43,702	29,424	28,034	311,619	(0)	101,161
6	Total	97,356	112,097	117,914	113,819	122,836	108,129	150,513	118,551	102,589	118,653	113,293	119,204	1,394,955	79	351,229

Notes:

1) Excludes off-system fuel directly retained.

2) Prior period adjustments associated with fuel volume adjustments for May 2023.

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

Quantity (Dth)														
Line No.	Item	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Total
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
<b>FERC Account 810 Compressor Station Fuel Gas Consumption</b>														
1	BAXTER ENGINE FUEL GAS	13,896	11,983	15,047	15,679	13,352	11,914	13,787	11,620	10,439	4,635	8,640	14,568	145,561
2	DIAMOND MOUNTAIN COMPRESSOR	-	-	-	-	-	-	-	-	-	-	-	-	-
3	DOUGLAS COMP. STA. TOTAL FUEL	31,062	33,703	33,519	33,943	34,140	30,554	33,325	31,876	30,075	29,313	30,685	29,384	381,579
4	ECHO JUNCTION COMPRESSOR FUEL	3,224	9,665	9,312	9,042	9,274	8,414	8,297	6,818	7,377	7,230	8,147	8,602	95,402
5	HAROLD BURROW COMPRESSOR STATION	-	-	-	-	-	-	-	-	-	-	-	-	-
6	LARAMIE JUMPER FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
7	LARAMIE WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
8	PICEANCE LATERAL COMPRESSOR FUEL	10,852	16,071	14,092	7,739	19,317	17,280	37,865	34,950	16,958	41,213	27,406	20,611	264,354
9	RAWLINS TO WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
10	SNAKE RIVER COMPRESSOR	-	-	-	0	-	-	13,327	1	1	22	-	4,966	18,316
11	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
12	WIC WAMSUTTER COMPRESSOR FUEL	35,034	37,000	41,856	41,862	41,109	34,695	38,342	28,464	32,698	32,306	34,561	36,144	434,072
13	WIC-CHEYENNE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
14	Total	94,068	108,422	113,826	108,266	117,192	102,857	144,944	113,729	97,547	114,719	109,440	114,274	1,339,284
15	FERC Account 812 - Other Fuel Gas <sup>1</sup>	3,287	3,675	4,088	5,554	5,644	5,273	5,569	4,822	5,042	3,934	3,854	4,930	55,671

Notes:

1) Excludes off-system FL&U.

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

**Appendix F**  
**FL&U Retention**

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

Line No.	Item	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Total	Jun-23 - Aug-23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
<b>Fuel-Current</b>															
1	Mainline	58,419	62,608	84,052	94,766	100,733	78,156	72,312	65,965	49,321	57,431	80,745	87,802	892,310	225,978
2	Medicine Bow	28,354	31,487	29,832	25,203	25,667	22,340	27,414	25,984	27,097	28,693	31,288	31,829	335,188	91,810
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda - Diamond Mountain	-	-	-	-	14,227	4,532	1,287	288	-	-	2,120	1,568	24,022	3,688
5	Piceance	12,241	12,060	12,307	13,173	12,224	10,602	26,617	25,648	20,276	29,004	26,799	29,729	230,680	85,532
6	Total Fuel-Current	99,014	106,155	126,191	133,142	152,851	115,630	127,630	117,885	96,694	115,128	140,952	150,928	1,482,200	407,008
<b>Fuel-True-up</b>															
7	Mainline	(50,658)	(54,266)	(72,874)	(53,268)	(56,656)	(43,976)	40,997	37,489	27,988	2,893	4,174	4,490	(213,667)	11,557
8	Medicine Bow	(9,835)	(11,003)	(10,435)	(1,378)	(1,385)	(1,193)	6,112	5,781	5,986	9,105	9,867	10,046	11,668	29,018
9	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Kanda - Diamond Mountain	-	-	-	-	412	121	306	68	-	-	(420)	(324)	163	(744)
11	Piceance	(12,241)	(12,060)	(12,307)	(13,173)	(12,224)	(10,602)	5,322	5,130	4,038	10,538	9,692	10,762	(27,125)	30,992
12	Total Fuel-True-up	(72,734)	(77,329)	(95,616)	(67,819)	(69,853)	(55,650)	52,737	48,468	38,012	22,536	23,313	24,974	(228,961)	70,823

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

Line No.	Item	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Total	Jun-23 - Aug-23
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
<b>L&amp;U-Current</b>															
1	Mainline	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Medicine Bow	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Piceance	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	Total L&U-Current	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>L&amp;U-True-up</b>															
7	Mainline	-	-	-	-	-	-	4,258	4,185	3,542	-	-	-	11,985	-
8	Medicine Bow	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	Piceance	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Total L&U-True-up	-	-	-	-	-	-	4,258	4,185	3,542	-	-	-	11,985	-

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

**Appendix G  
Cheyenne Station Fuel Assignment**



**Wyoming Interstate Company, L.L.C.**  
**Cheyenne Station Fuel Assignment<sup>1</sup>**  
**Sep-22 through Aug-23**

Line No.	Item	Quantity (Dth)
	(a)	(b)
1	Powder River - 0.00% of Cheyenne Station	-
2	Mainline - 100.00% of Cheyenne Station	-
3	Total Cheyenne Fuel Gas	N/A

Notes:

- 1) The allocation of the Cheyenne Station fuel to the Powder River Lateral is no longer applicable - see Appendix A, Schedule 1, note 9 of the instant filing for additional details.