



October 31, 2024

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

Attention: Ms. Debbie-Anne A. Reese, Secretary

Re: Quarterly Recomputation of Fuel and
Lost and Unaccounted-for Percentages,
Wyoming Interstate Company, L.L.C.;
Docket No. RP25-

Commissioners:

Wyoming Interstate Company, L.L.C. ("WIC") tenders for filing and acceptance by the Federal Energy Regulatory Commission ("Commission") Version 66 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, 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%	0.00%	0.00%	0.00%
Medicine Bow	0.26%	-0.26%	0.00%	-0.01%	-0.04%	-0.05%
Piceance (WIC ML & Other PL)	0.37%	0.02%	0.39%	-0.16%	-0.39%	-0.55%
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 (2024).

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, 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 also remains unchanged at 0.43%. The Fuel Requirement Adjustment is unchanged at negative 0.43% and reflects 196,651 Dths of over-collected L&U from the June 2024 through August 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 0.00%. The Projected Fuel Requirement percentage is relatively unchanged at 0.26%. The Fuel Requirement Adjustment decreases to negative 0.26% and reflects 125,075 Dth of over-collected L&U volumes from the June 2024 through August 2024 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁴ This results in a 0.00% total fuel retention percentage for the Medicine Bow Lateral.

Piceance Lateral

The proposed total fuel retention percentage for the Piceance Lateral is 0.39%. The Projected Fuel Requirement percentage decreases to 0.37% primarily due to a decrease in projected fuel volumes without a corresponding decrease in projected throughput volumes. The Fuel Requirement Adjustment percentage decreases to 0.02% and reflects 1,705 Dth of over-collected L&U

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 1.01% to 1.10% effective December 1, 2024. WIC is updating the Bakken Leased Capacity Incremental rate to reflect that change effective December 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).

volumes from the June 2024 through August 2024 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁵ This Fuel Requirement Adjustment of 0.02% is intended to recover 7,529 Dth of under-collected fuel volumes from Piceance Lateral shippers during the period these rates will be in effect. These percentages result in a 0.39% 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 September 2023 through August 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 268,219 Dth during the period of June 2024 through August 2024. As discussed earlier, 196,651 Dth of the 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 71,568 Dth of over-collected L&U quantities on the Mainline System pursuant to GT&C

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

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

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 125,697 Dth for the period June 2024 through August 2024. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, 125,075 Dth of the over-collected L&U volumes is being included in the calculation of the Fuel Requirement Adjustment. The remaining 622 Dth of over-collected L&U from the June 2024 through August 2024 data collection period will be deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff.⁸ As such, the total proposed L&U reimbursement percentage is 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 1,705 Dth for the period June 2024 through August 2024. As discussed above in the section on the fuel percentage for the Piceance Lateral, the gain of 1,705 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 a remaining 524 Dth of over-collected L&U from the June 2024 through August 2024 data collection period being deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff.⁹

Cash Out of Mainline System L&U Over-Collection

As detailed in Appendices A and G, WIC has over-collected L&U quantities of 71,568 Dth associated with the Mainline System for the period of June 2024 to August 2024 after the application of 196,651 Dth to the calculation of the Mainline System Fuel Reimbursement Percentage.¹⁰ Pursuant to the

⁷ Including the remaining 71,568 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 Including the remaining 622 Dth of over-collected L&U in the Fuel Requirement Adjustment calculation would cause the total Medicine Bow Lateral fuel percentage to be less than zero percent which is prohibited by GT&C Section 13.3.

⁹ See Appendix A, Schedule 2, lines 6-12, col. (e). Furthermore, in WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix A, Schedule 2, Line No. 12, Column (e), Docket No. RP24-957-000 (Aug. 1, 2024), 3,674 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.

¹⁰ See Appendix A, Schedule 2, line 11, col. (b).

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.¹¹ The calculation results in a total cash-out refund of \$107,902 for shippers on the Mainline System.¹² WIC allocated the value of the Excess L&U Quantities pro-rata to each Mainline System shipper based on total throughput for July 2024 to August 2024 which are the months the over-collection and resulting Excess L&U occurred.¹³

Section 154.204 Discussion

Pursuant to 18 C.F.R. § 154.204 (2024), 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,¹⁴ 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 December 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.

¹¹ 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."

¹² See Appendix G, Schedule 1, line 4, col. (i).

¹³ See Appendix G, Schedule 2.

¹⁴ 18 C.F.R. §§ 154.1 - 154.603 (2024).

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)	0.26%	-0.26%	0.00%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.26%	-0.26%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	1.10%
L&U Percentage (Note 7)	n/a	n/a	0.00%

Total FL&U Percentage	n/a	n/a	1.10%
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	0.37%	0.02%	0.39%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.37%	0.02%	0.39%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.37%	0.02%	0.39%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.37%	0.02%	0.39%
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)	0.43%	-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 <u>26</u> %	-0. 22 <u>26</u> %	0. 05 <u>00</u> %
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 27 <u>26</u> %	-0. 22 <u>26</u> %	0. 05 <u>00</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	1. 01 <u>10</u> %
L&U Percentage (Note 7)	n/a	n/a	0.00%

Total FL&U Percentage	n/a	n/a	1. 01 <u>10</u> %
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 37%	0. 41 02%	0. 94 39%
	L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	0. 53 37%	0. 41 02%	0. 94 39%
	L&U Percentage (Note 11)	0.00%	0.00%	0.00%
	Fuel Gas Percentage To Other Pipelines	0. 53 37%	0. 41 02%	0. 94 39%
	L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	0. 53 37%	0. 41 02%	0. 94 39%
	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)	Kanda (e)
Current Period Retention Percentage ¹					
1	Fuel Gas Projected During Forecast Period (Dec 24 - Feb 25) ²	120,713	153,304	125,750	-
2	Fuel-Related Receipts (Throughput)	27,986,592	57,960,707	33,639,945	-
3	Projected Fuel Requirement [line 1 / line 2]	0.43%	0.26%	0.37%	0.00%
Volumetric True-up Retention Percentage					
Current Deficiency/(Gain) for Jun 2024 - Aug 2024 Period					
4	Fuel Gas Consumed ^{3, 8}	160,014	144,975	146,500	228
5	Fuel Gas Retained - Current ⁴	152,874	178,096	109,413	-
6	Current Deficiency/(Gain) [line 4 - line 5]	7,140	(33,121)	37,087	228
True-up Deficiency/(Gain) for Jun 2024 - Aug 2024 Period					
7	Fuel Gas Sought for True-up ⁵	(84,183)	(58,677)	74,383	-
8	Fuel Gas Retained - True-up ⁶	(152,981)	(63,569)	102,236	-
9	True-up Deficiency/(Gain) [line 7 - line 8]	68,798	4,892	(27,853)	-
10	L&U Over-collection from Jun 2024 - Aug 2024 Period ⁷	(196,651)	(125,075)	(1,705)	(228)
11	Net Deficiency/(Gain) to be Trued-up During Dec 2024 - Feb 2025 [line 6 + line 9 + line 10]	(120,713)	(153,304)	7,529	(0)
12	Fuel-Related Receipts (Throughput)	27,986,592	57,960,707	33,639,945	3,524,209
13	Fuel Requirement Adjustment [line 11 / line 12]	-0.43%	-0.26%	0.02%	0.00%
14	Total Fuel Retention Percentage [line 3 + line 13]	0.00%	0.00%	0.39%	0.00%

Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of December 2024 - February 2025 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. (o). Excludes quantities for capitalized gas.
- 4) See Appendix F, Schedule 1, lines 1-5, col. (o).
- 5) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 1, Line No. 11, Docket No. RP24-726-000 (Apr. 30, 2024).
- 6) See Appendix F, Schedule 1, lines 6-10, col. (o).
- 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.
- 8) The Kanda quantity on line 4, col. (e) reflects other gas use in FERC Account No. 812 associated with the Kanda Lateral.

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	(775,536)	(359,430)	(4,506)	(9,967)
2	L&U Receipts (Throughput) ³	513,927,930	233,778,184	3,430,166	6,877,224
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 Jun 2024 - Aug 2024 Period					
4	L&U Experienced ⁴	(268,219)	(125,697)	(1,705)	(752)
5	L&U Retained - Current ⁵	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(268,219)	(125,697)	(1,705)	(752)
True-up Deficiency/(Gain) for Jun 2024 - Aug 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	(196,651)	(125,075)	(1,705)	(228)
11	L&U From Instant Filing to be Cashed-Out ⁹	(71,568)	-	-	-
12	L&U Deferred to a Future Filing ¹⁰	-	(622)	-	(524)
13	Net Deficiency/(Gain) to be Trued-up During Dec 2024 - Feb 2025 [line 6 + line 9 - line 10 - line 11 - line 12]	-	-	-	-
14	L&U-Related Receipts for Dec 2024 - Feb 2025 ¹¹	126,746,240	58,934,250	1,432,401	3,419,629
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 August 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 September 2023 through August 2024. See Appendix C, Schedule 1, lines 5-8, 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. 16, Docket No. RP24-726-000 (Apr. 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 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 5-8, col. (o). Since the true-up requirement calculated here will be sought to be recovered during the months of December 2024 through February 2025, WIC is using receipts experienced during December 2023 through February 2024 to reasonably estimate L&U-related receipts.

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

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

Line No.	Item	Receipts (Dth)												Total
		Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
1	ANTELOPE (AMS) (892022)	2,095,325	1,957,666	1,907,452	2,238,880	1,954,923	1,928,024	2,043,203	2,035,542	1,852,642	1,256,094	1,665,020	1,672,056	22,606,826
2	BOWIE (BOW) (800104)	3,896,716	3,263,738	3,213,145	2,765,283	2,599,835	4,361,336	6,071,335	4,285,630	5,100,527	4,824,209	2,763,103	5,539,351	48,684,208
3	BAXTER TO WIC (BTW) (800116)	922,583	614,005	2,174,709	3,299,307	3,450,680	2,802,846	1,296,360	1,452,992	3,790,133	3,111,194	1,488,269	1,231,141	25,634,218
4	BITTER CREEK (BTC) (800115)	2,116,981	1,735,877	1,142,004	1,095,526	2,707,010	786,560	51,315	145,967	83,311	77,063	175,561	116,380	10,233,556
5	BRONZE DOME (BZD) (896107)	-	-	-	-	336,681	169,825	-	-	-	-	-	-	506,505
6	BUCKING HORSE (BKH) (47849)	2,525,679	2,587,049	2,551,098	2,536,427	2,199,158	2,541,833	2,918,312	2,595,744	3,151,719	2,865,402	2,752,052	2,701,537	31,926,009
7	CHALK BUTTES (CBR) (50156)	5,211,771	5,433,677	5,125,826	4,901,097	4,544,417	4,364,556	4,554,722	4,097,510	5,350,130	5,160,709	5,209,163	5,489,872	59,443,450
8	CHEYENNE JUMPER TO WELD (49841)	-	-	-	-	-	-	-	-	-	-	-	-	-
9	WIC/CIG SPARROW DELIVERY WELD (50528)	6,941,955	8,118,846	7,631,135	7,074,788	6,297,145	3,978,519	5,715,892	4,678,049	9,402,452	9,886,502	9,978,113	7,625,964	87,329,362
10	COTTONWOOD (CTW) (896060)	775,762	849,850	1,090,747	1,060,772	1,040,392	977,633	650,677	845,697	848,865	1,255,184	1,216,431	1,150,717	11,762,726
11	CRESTON (CRE) (896054)	385,778	845,069	1,688,534	1,661,847	1,924,651	1,020,846	1,884,450	492,082	1,637,310	1,913,414	2,204,428	2,451,839	18,110,248
12	FLYING HAWK (FLY) (800245)	8,664,611	9,926,972	5,860,364	4,429,857	5,959,838	7,860,141	9,060,826	9,962,282	10,433,279	9,228,904	8,993,759	10,214,549	100,595,381
13	GOLDEN DOME (GLD) (800273)	45,903	183,487	936,606	1,382,354	1,224,331	1,082,148	1,097,080	669,304	1,676,630	505,379	883,059	648,724	10,335,006
14	KANDA TO WIC-QUESTAR (KAW) (800336)	-	-	-	-	-	-	-	-	-	-	-	-	-
15	LARAMIE-WIC (LAW) (800367)	0	-	-	-	-	-	-	-	-	-	-	-	0
16	LOST CREEK WIC (LCW) (896043)	-	-	-	-	-	-	-	-	-	-	-	-	-
17	MEDICINE BOW (MBW) (896031)	1,370,614	1,501,578	2,957,104	3,524,780	3,004,932	3,758,951	2,515,284	3,285,450	3,742,805	4,331,933	3,040,401	2,938,637	35,972,469
18	OVERTHRUST/ WIC (OVW) (800528)	-	-	-	-	-	-	-	-	-	-	-	-	-
19	RAWLINS TO WIC (RTW) (800666)	-	13	-	-	6,548	-	3	-	-	1	0	0	6,565
20	RED RIM (RIM) (800633)	353,897	360,459	349,040	343,478	328,449	295,233	298,472	289,290	256,397	231,546	263,029	245,611	3,614,899
21	RIO BLANCO (RBL) (896062)	1,508,243	1,991,506	1,845,096	2,035,237	1,836,602	1,598,744	1,708,327	1,635,069	1,674,567	1,722,732	2,084,935	1,999,374	21,640,431
22	SILO PLANT (48646)	237,879	255,995	253,021	230,436	222,849	243,864	281,410	282,845	267,513	249,996	293,798	303,235	3,122,842
23	THUNDER CREEK (TCR) (896029)	3,665,116	4,431,070	5,216,057	6,211,209	5,680,162	5,344,227	5,933,762	5,939,285	6,263,134	4,941,088	7,750,977	8,040,031	69,416,118
24	TRAPPERS LAKE (TPL) (800722)	9,376,340	9,848,745	9,313,657	8,818,673	9,454,985	9,949,783	9,824,536	6,280,765	7,353,929	9,973,095	9,663,839	9,511,474	109,369,820
25	WALCOTT JUNCTION (WAL) (47968)	-	-	-	-	-	-	-	-	-	-	0	-	0
26	WAMSUTTER TO WIC (WAW) (800760)	-	-	70	-	-	-	-	-	-	3	-	-	73
27	WAPITI (WAP) (896017)	-	-	-	-	-	-	-	-	-	-	-	-	-
28	YELLOW JACKET PASS (YLJ) (896061)	-	5,257	144,555	24,150	215,068	9,104	707,443	2,604,383	2,718,569	82,050	12,953	158,365	6,681,899
29	Total Receipts	50,095,153	53,910,860	53,400,218	53,634,102	54,651,974	53,241,029	56,783,233	51,577,885	65,603,915	61,616,496	60,438,890	62,038,856	676,992,610
30	OFF-SYSTEM OVERTHRUST FL&U ¹	6,103	3,050	10,663	3,467	8,447	9,309	6,635	12,380	8,788	2,238	503	5,612	77,195
31	OFF-SYSTEM WHITE RIVER HUB FL&U ¹	-	-	-	-	-	-	-	-	-	-	-	-	-
32	OFF-SYSTEM ROCKIES EXPRESS PIPELINE FL&U ¹	-	-	-	-	-	-	-	-	-	-	-	-	-
33	BAKKEN LEASED CAPACITY INCREMENTAL FL&U ¹	-	-	36,371	58,209	47,350	51,140	25,350	34,742	50,551	17,879	18,648	18,561	358,801
34	Net Linepack Decrease	-	75,984	-	-	-	88,244	36,118	-	93,457	-	18,409	-	312,212
35	Total System Receipts	50,101,256	53,989,894	53,447,252	53,695,778	54,707,771	53,389,721	56,851,336	51,625,007	65,756,711	61,636,613	60,476,450	62,063,029	677,740,819

Line No.	Item	Deliveries (Dth)												Total
		Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	
36	CHROME DOME (CHD) (800140)	5,814	56,587	-	100,575	45,917	-	4,154	-	-	-	40,451	44,827	298,324
37	BITTER CREEK (BTC) (800115)	-	-	-	0	-	-	-	62,717	0	101,685	0	0	164,403
38	BOWIE (BOW) (800104)	-	-	-	-	-	464	324	1	-	-	-	-	789
39	BUCKING HORSE (BKD) (47848)	4,219	5,162	5,286	5,331	6,668	18,843	79,494	73,969	83,265	72,302	69,682	68,158	492,379
40	CHALK BUTTES (CBB) (50472)	-	-	-	-	-	-	-	5,224	-	-	4,380	-	9,603
41	CURLEY (CUR) (800184)	97,022	246,385	1,320,634	1,127,951	4,208,996	586,347	1,888,726	1,275,701	12,713,134	9,400,611	3,406,802	6,055,171	42,327,480
42	DOVER (DOV) (800212)	3,142,686	3,373,553	3,274,775	2,204,887	2,207,676	3,957,589	3,676,108	1,709,597	3,111,062	2,285,126	1,779,117	1,588,732	32,310,908
43	DULLKNIFE (DUL) (896002)	15,039,184	15,920,304	11,605,298	9,950,859	9,303,606	10,739,218	13,449,436	15,579,996	19,187,984	16,999,928	15,714,872	15,278,859	168,769,542
44	FLYING HAWK (FLY) (800245)	-	-	-	290	0	-	-	-	-	-	-	-	291
45	HAPPY JACK (49167)	-	-	-	-	-	-	-	-	-	-	-	-	-
46	LITTLE WOLF (LW) (896018)	-	-	4	-	-	-	-	-	-	-	-	-	4
47	LONE TREE DELIVERY WELD (54876)	1,687,822	1,474,221	1,900,933	2,304,658	3,179,336	2,287,316	2,480,114	1,604,530	3,643,044	2,890,082	3,932,188	4,063,127	31,447,371
48	OTTO ROAD (49168)	549,409	544,570	600,790	578,048	611,679	572,490	613,394	583,471	598,180	506,118	566,678	566,070	6,890,897
49	OVERTHRUST/ WIC (OVW) (800528)	11,818,135	12,758,089	13,843,231	14,678,663	12,979,909	13,769,356	13,143,892	11,391,849	9,824,975	8,551,769	13,537,283	11,913,686	148,210,831
50	OWL CREEK (OWL) (896026)	2,504,759	3,923,779	6,096,198	6,837,755	7,873,900	3,802,468	4,427,194	4,554,211	4,162,866	3,988,956	5,891,447	6,180,849	60,244,382
51	RAWLINS TO WIC (RTW) (800666)	2,478,560	2,005,265	1,082,923	1,231,039	916,501	2,747,349	2,495,997	2,398,389	1,569,742	1,344,037	2,041,678	2,016,562	22,328,043
52	ROCKPORT (RKP) (896021)	2,883,423	2,955,347	2,012,050	2,217,408	2,072,130	2,737,377	2,682,250	2,958,135	3,820,884	3,783,448	2,960,456	3,907,312	34,990,220
53	SILVER DOME (SLD) (896080)	-	-	-	-	-	-	-	-	-	-	-	-	-
54	SITTING BULL (STB) (896084)	1,223,021	1,283,107	1,072,980	1,189,215	765,847	1,770,108	1,449,931	1,916,265	1,282,883	1,167,725	1,323,437	1,342,771	15,787,289
55	SWEETWATER (SWT) (800709)	522	-	-	-	-	-	-	-	-	-	-	-	522
56	TAFT (TFT) (54065)	328,518	576,775	583,750	691,282	982,909	777,029	632,333	379,920	542,461	362,060	351,359	300,386	6,508,783
57	THREEMILE DELIVERY (TML) (896114)	8,032,526	8,628,426	9,606,757	10,006,467	9,008,600	9,426,140	9,732,990	6,925,461	3,168,783	3,430,361	8,721,710	6,648,488	93,336,710
58	THUNDER CHIEF (TDC) (800716)	-	-	-	-	126,151	-	-	-	1,848,414	6,640,122	88,997	1,970,046	10,673,730
59	TRAPPERS LAKE (TPL) (800722)	-	-	-	-	370	-	88	-	8	142	257	-	865
60	WALCOTT JUNCTION (WAL) (47968)	192,011	164,896	234,886	393,504	229,465	82,917	19,159	27,469	69,252	77,229	18,887	35,032	1,544,705
61	WAPITI (55370)	-	-	-	-	-	-	-	-	-	-	-	-	-
62	YELLOW TAIL DELIVERY (YLT) (800829)	-	-	-	-	-	-	-	23	-	-	-	-	23
63	Total Deliveries	49,987,630	53,916,466	53,240,495	53,517,933	54,519,660	53,275,011	56,775,584	51,446,928	65,626,936	61,601,701	60,449,679	61,980,075	676,338,098
64	System Fuel:													
65	FERC Account 810 - Compressor Station Fuel ²	103,516	112,797	167,730	204,758	203,661	225,650	205,201	184,152	227,377	164,129	162,397	175,154	2,136,521
66	FERC Account 812 - Capitalized Gas	-	-	41	-	-	-	-	-	-	-	-	-	41
67	FERC Account 812 - Other Utility Operations	3,481	4,470	6,503	5,890	6,205	5,470	6,121	5,185	5,313	4,640	4,239	4,599	62,117
68	Total Fuel	106,998	117,267	174,273	210,647	209,866	231,120	211,322	189,337	232,690	168,769	166,636	179,753	2,198,679
69	Net Linepack Increase	56,203	-	76,934	51,820	44,449	-	-	98,224	-	16,854	-	8,998	353,481
70	Total System Deliveries	50,150,831	54,033,733	53,491,702	53,780,400	54,773,974	53,506,131	56,986,906	51,734,490	65,859,627	61,787,324	60,616,315	62,168,825	678,890,258
71	L&U Loss/(Gain) [Line 35 - Line 70]	(49,574)	(43,839)	(44,450)	(84,622)	(66,203)	(116,410)	(135,570)	(109,483)	(102,916)	(150,711)	(139,865)	(105,796)	(1,149,439)

Notes:

- FL&U associated with transportation on MountainWest Overthrust Pipeline, LLC, White River Hub, Rockies Express Pipeline and with the Bakken Leased Capacity Incremental fuel rate. Because FL&U is not recovered in WIC's fuel retention rate, an off-setting receipt is shown here.
- Includes FL&U associated with the MountainWest Overthrust Pipeline, LLC, Rockies Express Pipeline, White River Hub and the Bakken Leased Capacity Incremental rates.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP25-____**

**Appendix C
Throughput**

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

Line No.	Item	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Total	Dec-23 - Feb-24
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel-Related Receipts (Dth)¹															
1	Mainline	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	9,799,352	11,215,267	9,025,035	135,260,535	39,234,061
2	Medicine Bow	15,813,653	16,811,339	18,966,660	20,637,091	18,656,114	19,216,734	18,491,761	18,913,996	21,650,168	20,080,280	21,649,621	21,918,808	232,806,225	58,509,939
3	Kanda	-	128,012	1,008,759	1,347,923	1,241,133	935,153	855,048	163,657	1,101,970	75,654	281,274	1,230	7,139,813	3,524,209
4	Piceance	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	12,092,747	12,572,597	11,823,103	144,078,226	37,402,234
L&U-Related Receipts (Dth)															
5	Mainline	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	45,005,938	45,395,055	44,826,646	513,927,930	126,746,240
6	Medicine Bow	15,937,634	17,039,264	19,063,996	20,832,470	18,808,376	19,293,404	18,513,104	18,940,583	21,663,865	20,080,831	21,650,678	21,953,979	233,778,184	58,934,250
7	Kanda	-	128,012	1,008,759	1,347,923	1,136,553	935,153	855,048	163,657	945,191	75,654	281,274	-	6,877,224	3,419,629
8	Piceance - Other Pipeline	422,241	226,636	488,585	781,603	418,949	231,849	-	14,174	2,000	55,443	694,290	94,396	3,430,166	1,432,401

Notes:

1) Excludes transactions that do not consume fuel.

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP25-___**

**Appendix D
L&U Allocation**

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

Line No.	Item	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Total	Prior Period Adj. ³	Jun-24 - Aug-24 Plus PPA in Col. (o)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
1	System L&U ²	(49,574)	(43,839)	(44,450)	(84,622)	(66,203)	(116,410)	(135,570)	(109,483)	(102,916)	(150,711)	(139,865)	(105,796)	(1,149,439)	-	(396,373)
L&U Allocation																
2	Mainline	(35,009)	(31,628)	(29,671)	(55,117)	(46,052)	(75,182)	(91,606)	(73,870)	(69,141)	(104,003)	(93,341)	(70,916)	(775,536)	42	(268,219)
3	Medicine Bow	(14,189)	(11,962)	(13,703)	(26,769)	(18,611)	(38,877)	(42,023)	(35,282)	(32,360)	(46,405)	(44,518)	(34,731)	(359,430)	(43)	(125,697)
4	Kanda	-	(90)	(725)	(1,732)	(1,125)	(1,884)	(1,941)	(305)	(1,412)	(175)	(578)	-	(9,967)	1	(752)
5	Piceance - All	(376)	(159)	(351)	(1,004)	(415)	(467)	-	(26)	(3)	(128)	(1,428)	(149)	(4,506)	-	(1,705)
6	Total System L&U	(49,574)	(43,839)	(44,450)	(84,622)	(66,203)	(116,410)	(135,570)	(109,483)	(102,916)	(150,711)	(139,865)	(105,796)	(1,149,439)	-	(396,373)

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 5-8.
- 2) See Appendix B, Schedule 1, line 71.
- 3) Prior period adjustments associated with volume adjustment for May 2024.

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

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

Line No.	Item	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Total	Jun-24 - Aug-24
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel Gas Used (FERC Accounts 810 and 812, Excluding Capitalized Gas) (Dth)¹															
1	Mainline	46,657	49,083	56,311	61,238	63,329	59,027	55,842	48,818	63,302	58,346	53,254	48,414	663,623	160,014
2	Medicine Bow	29,600	32,450	36,411	46,861	38,951	36,385	36,164	37,435	42,732	35,042	49,560	60,373	481,966	144,975
3	Kanda ²	-	-	-	-	-	-	-	-	-	-	-	228	228	228
4	Piceance	24,637	32,683	34,476	40,872	51,789	75,259	87,331	55,962	67,317	55,264	44,671	46,564	616,826	146,500
5	Total	100,895	114,217	127,198	148,971	154,069	170,671	179,337	142,215	173,351	148,652	147,485	155,580	1,762,642	451,717

Notes:

- 1) Excludes off-system fuel directly retained.
- 2) The August 2024 quantity reflects other gas use in FERC Account No. 812 associated with the Kanda Lateral.

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

Quantity (Dth)														
Line No.	Item	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-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	3,712	2,346	7,772	11,951	12,077	9,544	5,080	5,373	14,191	12,575	5,719	4,409	94,747
2	DOUGLAS COMP. STA. TOTAL FUEL	28,834	31,642	35,392	45,435	38,041	35,722	35,386	36,771	41,328	34,406	48,411	59,085	470,454
3	ECHO JUNCTION COMPRESSOR FUEL	6,737	8,056	7,030	7,992	7,850	8,332	8,682	7,845	7,894	8,165	8,745	8,137	95,465
4	HAROLD BURROW COMPRESSOR STATION	-	0	-	-	1	-	-	-	-	-	0	-	1
5	LARAMIE WIC COMPRESSOR FUEL	-	-	-	-	38	-	-	-	6,184	3,677	-	-	9,899
6	PICEANCE LATERAL COMPRESSOR FUEL	22,496	26,615	31,607	25,725	24,970	22,857	37,236	30,689	34,577	37,098	41,933	43,805	379,607
7	RAWLINS TO WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
8	SNAKE RIVER COMPRESSOR	-	3,291	0	11,989	23,131	48,785	45,892	21,659	29,691	14,997	-	-	199,436
9	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
10	WIC WAMSUTTER COMPRESSOR FUEL	35,636	37,796	38,895	39,990	39,481	39,961	40,940	34,694	34,172	33,094	38,439	35,545	448,642
11	WIC-CHEYENNE COMPRESSOR FUEL	-	-	-	-	2,274	-	-	-	-	-	-	-	2,274
12	Total	97,413	109,747	120,696	143,082	147,864	165,201	173,216	137,030	168,038	144,012	143,246	150,981	1,700,525
13	FERC Account 812 - Other Fuel Gas ¹	3,481	4,470	6,503	5,890	6,205	5,470	6,121	5,185	5,313	4,640	4,239	4,599	62,117

Notes:

1) Excludes off-system FL&U.

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

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

Line No.	Item	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Total	Jun-24 - Aug-24
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel-Current															
1	Mainline	46,670	51,936	52,759	64,168	61,952	50,772	67,896	48,775	49,331	49,891	57,058	45,925	647,133	152,874
2	Medicine Bow	26,915	28,570	32,199	37,046	33,632	34,545	40,666	52,986	60,590	56,122	60,607	61,367	525,245	178,096
3	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Piceance	42,178	45,761	44,964	30,408	30,482	28,747	29,441	25,393	27,360	36,264	37,699	35,450	414,147	109,413
5	Total Fuel-Current	115,763	126,267	129,922	131,622	126,066	114,064	138,003	127,154	137,281	142,277	155,364	142,742	1,586,525	440,383
Fuel-True-up															
6	Mainline	(46,670)	(51,936)	(52,759)	(64,168)	(61,952)	(50,772)	(51,241)	(36,871)	(37,288)	(49,921)	(57,103)	(45,957)	(606,638)	(152,981)
7	Medicine Bow	(12,729)	(13,409)	(15,130)	(8,279)	(7,541)	(7,743)	(7,377)	(18,937)	(21,627)	(20,015)	(21,650)	(21,904)	(176,341)	(63,569)
8	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Piceance	10,300	11,180	10,985	1,271	1,286	1,206	(20,835)	(17,978)	(19,357)	33,871	35,233	33,132	80,294	102,236
10	Total Fuel-True-up	(49,099)	(54,165)	(56,904)	(71,176)	(68,207)	(57,309)	(79,453)	(73,786)	(78,272)	(36,065)	(43,520)	(34,729)	(702,685)	(114,314)

**Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
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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
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
							[(b) - (c) + (d) - (e) - (f)]		[(g) x (h)]
1	June 2024 ⁷	(103,961)	0	0	0	(103,961)	0	\$1.5520	\$0
2	July 2024	(93,341)	0	0	0	(92,690)	(651)	\$1.5947	(\$1,039)
3	August 2024	(70,916)	0	0	0	0	(70,916)	\$1.5069	(\$106,864)
4	Total	(268,219)	0	0	0	(196,651)	(71,568)		(\$107,902)

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)	Jul-24 (b)	Aug-24 (c)	Total (d)	Pro-Rata
					Refund Allocation (e)
1	ANADARKO ENERGY SERVICES COMPANY - 201932	8,977,604	11,946,294	20,923,898	\$25,024
2	BP ENERGY COMPANY - 200845	16,455		16,455	\$20
3	BP ENERGY COMPANY - 215885	331,584	153,300	484,884	\$580
4	BP ENERGY COMPANY - 219230	949,028	877,822	1,826,850	\$2,185
5	CASTLETON COMMODITIES MERCHANT TRADING L.P. - 215883	924,680	828,699	1,753,379	\$2,097
6	CIMA ENERGY, LP - 220198	849,173	819,367	1,668,540	\$1,996
7	CITADEL ENERGY MARKETING LLC - 216493	1,472,500	1,456,738	2,929,238	\$3,503
8	CITADEL ENERGY MARKETING LLC - 216713	1,057,393	682,700	1,740,093	\$2,081
9	CITADEL ENERGY MARKETING LLC - 217275	742,694	516,500	1,259,194	\$1,506
10	CITADEL ENERGY MARKETING LLC - 218314	5,903,928	5,802,925	11,706,853	\$14,001
11	CITIGROUP ENERGY INC. - 200876	627,675	279,231	906,906	\$1,085
12	CITIGROUP ENERGY INC. - 220944		59,999	59,999	\$72
13	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 216324	665,212	422,109	1,087,321	\$1,300
14	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217484	589,000	589,000	1,178,000	\$1,409
15	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 218782	186,000	186,000	372,000	\$445
16	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 218783	93,000	93,000	186,000	\$222
17	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 218784	62,000	62,000	124,000	\$148
18	CONCORD ENERGY LLC - 202162	139,593	123,024	262,617	\$314
19	CONCORD ENERGY LLC - 214667	449,800	310,046	759,846	\$909
20	CONCORD ENERGY LLC - 215149	315,919	166,447	482,366	\$577
21	CONCORD ENERGY LLC - 217794	661,928	350,899	1,012,827	\$1,211
22	CONCORD ENERGY LLC - 218446	2,303,041	2,225,000	4,528,041	\$5,415
23	CONOCOPHILLIPS COMPANY - 215881	951,964	939,329	1,891,293	\$2,262
24	DCP MIDSTREAM MARKETING, LLC - 200789	1,573,425	1,038,607	2,612,032	\$3,124
25	DCP MIDSTREAM MARKETING, LLC - 210725	2,272,522	3,482,809	5,755,331	\$6,883
26	DCP MIDSTREAM MARKETING, LLC - 213516	3,688,407	4,171,607	7,860,014	\$9,400
27	DXT COMMODITIES NORTH AMERICA INC. - 218769	15,742		15,742	\$19
28	EIF KC LANDFILL GAS, LLC - 216553	15,831	16,100	31,931	\$38
29	HARTREE PARTNERS, LP - 218485	2,079,389	1,696,650	3,776,039	\$4,516
30	J. ARON & COMPANY LLC - 200717	1,500	10,991	12,491	\$15
31	KM GAS MARKETING LLC - 220619	142,927	75,190	218,117	\$261
32	KOCH ENERGY SERVICES, LLC - 213947	2,046	4,000	6,046	\$7
33	MIECO LLC - 200884	320,547	377,893	698,440	\$835
34	MIECO LLC - 217273	86,707	87,017	173,724	\$208
35	NRG BUSINESS MARKETING LLC - 215148	387,563	308,207	695,770	\$832
36	NRG BUSINESS MARKETING LLC - 217449	510,667	424,065	934,732	\$1,118
37	NRG BUSINESS MARKETING LLC - 219182	383,237	385,503	768,740	\$919
38	NRG BUSINESS MARKETING LLC - 219183	611,419	616,063	1,227,482	\$1,468
39	NRG BUSINESS MARKETING LLC - 219188	3,520		3,520	\$4
40	SEQUENT ENERGY MANAGEMENT LLC - 219208	2,111,595	1,274,668	3,386,263	\$4,050
41	SOUTHWEST ENERGY, L.P. - 214722	52,700	45,900	98,600	\$118
42	SPIRE MARKETING INC. - 220935	167,872	5,160	173,032	\$207
43	SPOTLIGHT ENERGY, LLC - 217274	608,617	276,626	885,243	\$1,059
44	SPOTLIGHT ENERGY, LLC - 220001	42,909	36,088	78,997	\$94
45	STANCHION GAS MARKETING, LLC - 221045	456,643	411,919	868,562	\$1,039
46	STANCHION GAS MARKETING, LLC - 221047	112,279	115,467	227,746	\$272
47	STANCHION GAS MARKETING, LLC - 221066	76,474	98,249	174,723	\$209
48	SYMMETRY ENERGY SOLUTIONS, LLC - 221064	9,833	7,860	17,693	\$21
49	TENASKA MARKETING VENTURES - 217271	84,010	87,017	171,027	\$205
50	TENASKA MARKETING VENTURES - 219999	568,150	115,912	684,062	\$818
51	TWIN EAGLE RESOURCE MANAGEMENT, LLC - 219736	82,806	69,348	152,154	\$182
52	UNITED ENERGY TRADING, LLC - 219656	587,247	632,101	1,219,348	\$1,458
53	WOODRIVER ENERGY LLC - 221052	3,800		3,800	\$5
54	WYOMING PRODUCER CONSUMER ALLIANCE - 221056	64,500	65,200	129,700	\$155
55	Total	45,395,055	44,826,646	90,221,701	\$107,902