



Wyoming Interstate
Company, L.L.C.
a Kinder Morgan company

April 30, 2025

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 68 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 June 1, 2025, 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 | 0.49% | -0.04% | 0.45% | 0.04% | 0.27% | 0.31% |
| Medicine Bow | 0.37% | -0.10% | 0.27% | 0.11% | -0.01% | 0.10% |
| Piceance (WIC ML & Other PL) | 0.53% | -0.01% | 0.52% | 0.03% | 0.14% | 0.17% |
| 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 June 1, 2025.² 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 is proposed to increase to 0.45%. The Projected Fuel Requirement percentage increases to 0.49% primarily due to an increase in projected fuel volumes without a corresponding increase in projected throughput volumes. The Fuel Requirement Adjustment increases to negative 0.04% and reflects 71,108 Dths of over-collected L&U from the December 2024 through February 2025 data collection period³ being included in the Fuel Requirement Adjustment calculation. This results in a 0.45% total fuel retention percentage for the Mainline System.

Medicine Bow Lateral

The total fuel retention percentage for the Medicine Bow Lateral increases to 0.27%. The Projected Fuel Requirement percentage increases to 0.37% primarily due to an increase in projected fuel volumes and a decrease in projected throughput volumes. The Fuel Requirement Adjustment decreases to negative 0.10% and reflects 36,672 Dth of over-collected L&U volumes from the December 2024 through February 2025 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁴ This results in a 0.27% total fuel retention percentage for the Medicine Bow Lateral.

Piceance Lateral

The proposed total fuel retention percentage for the Piceance Lateral is 0.52%. The Projected Fuel Requirement percentage increases to 0.53%

² WIC has been informed that Fort Union Gas Gathering, L.L.C. and Bighorn Gas Gathering, L.L.C. will be decreasing the in-kind percentage of gas they retain for fuel gas from 0.58% to 0.50% effective June 1, 2025. WIC is updating the Bakken Leased Capacity Incremental rate to reflect that change effective June 1, 2025. 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).

primarily due to an increase in projected fuel volumes without a corresponding increase in projected throughput volumes. The Fuel Requirement Adjustment percentage increases to negative 0.01% and reflects 94 Dth of over-collected L&U volumes from the December 2024 through February 2025 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁵ This Fuel Requirement Adjustment of negative 0.01% is intended to return 4,768 Dth of over-collected fuel volumes to Piceance Lateral shippers during the period these rates will be in effect. These percentages result in a 0.52% 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 March 2024 through February 2025. 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 71,108 Dth during the period of December 2024 through February 2025. As discussed earlier, 71,108 Dth of the over-collected L&U volumes is being included in the calculation of the Mainline

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

System Fuel Requirement Adjustment.⁶ 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 36,672 Dth for the period December 2024 through February 2025. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, 36,672 Dth of the over-collected L&U volumes is being included in the calculation of the Fuel Requirement Adjustment. 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 94 Dth for the period December 2024 through February 2025. As discussed above in the section on the fuel percentage for the Piceance Lateral, the gain of 94 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 279 Dth of over-collected L&U from the December 2024 through February 2025 data collection period being deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff.⁷

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,⁸ WIC is submitting an eTariff XML filing package, which includes the following:

- a. a transmittal letter;

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

⁷ See Appendix A, Schedule 2, lines 6-11, col. (e).

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

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

WIC respectfully requests the Commission accept the tendered tariff record for filing and permit it to become effective on June 1, 2025, 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:

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These persons have been designated for service in accordance with Rule 203 of the Commission's Rules of Practice and Procedure (18 C.F.R. § 385.203 (2024)).

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, Regulatory

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 30th day of April, 2025.

/s/

Shelly L. Busby

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STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS
 RATES PER DTH

| Particulars ----- | Current Reimbursement ----- | True-up ----- | Total ----- |
|---------------------------------------|-----------------------------------|------------------|----------------|
| Mainline System | | | |
| Fuel Gas Percentage (Note 3) | 0.49% | -0.04% | 0.45% |
| L&U Percentage (Note 3) | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.49% | -0.04% | 0.45% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Medicine Bow Incremental | | | |
| Fuel Gas Percentage (Note 3) (Note 6) | 0.37% | -0.10% | 0.27% |
| L&U Percentage (Note 3) (Note 6) | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.37% | -0.10% | 0.27% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Bakken Leased Capacity Incremental | | | |
| Fuel Gas Percentage (Note 7) | n/a | n/a | 0.50% |
| L&U Percentage (Note 7) | n/a | n/a | 0.00% |
| | | | ----- |
| Total FL&U Percentage | n/a | n/a | 0.50% |
| L&U Percentage | n/a | n/a | 0.00% |

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

Piceance Lateral

| | | | |
|--|-------|--------|-------|
| Fuel Gas Percentage To Transporter's Mainline System | 0.53% | -0.01% | 0.52% |
| L&U Percentage To Transporter's Mainline System | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.53% | -0.01% | 0.52% |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Fuel Gas Percentage To Other Pipelines | 0.53% | -0.01% | 0.52% |
| L&U Percentage To Other Pipelines | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0.53% | -0.01% | 0.52% |
| 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. 4549 % | -0. 3104 % | 0. 1445 % |
| L&U Percentage (Note 3) | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0. 4549 % | -0. 3104 % | 0. 1445 % |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Medicine Bow Incremental | | | |
| Fuel Gas Percentage (Note 3) (Note 6) | 0. 2637 % | -0. 0910 % | 0. 1727 % |
| L&U Percentage (Note 3) (Note 6) | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0. 2637 % | -0. 0910 % | 0. 1727 % |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Bakken Leased Capacity Incremental | | | |
| Fuel Gas Percentage (Note 7) | n/a | n/a | 0.5 80 % |
| L&U Percentage (Note 7) | n/a | n/a | 0.00% |
| | | | ----- |
| Total FL&U Percentage | n/a | n/a | 0.5 80 % |
| 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. 50 <u>53</u> % | -0. 45 <u>01</u> % | 0. 35 <u>52</u> % |
| L&U Percentage To Transporter's Mainline System | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0. 50 <u>53</u> % | -0. 45 <u>01</u> % | 0. 35 <u>52</u> % |
| L&U Percentage (Note 11) | 0.00% | 0.00% | 0.00% |
| Fuel Gas Percentage To Other Pipelines | 0. 50 <u>53</u> % | -0. 45 <u>01</u> % | 0. 35 <u>52</u> % |
| L&U Percentage To Other Pipelines | 0.00% | 0.00% | 0.00% |
| | ----- | ----- | ----- |
| Total FL&U Percentage | 0. 50 <u>53</u> % | -0. 45 <u>01</u> % | 0. 35 <u>52</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% |

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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 | Mainline System | Medicine Bow | Piceance | Kanda |
|--|--|-----------------|--------------|------------|---------|
| | (a) | (b) | (c) | (d) | (e) |
| Current Period Retention Percentage ¹ | | | | | |
| 1 | Fuel Gas Projected During Forecast Period (Jun 25 - Aug 25) ² | 114,237 | 219,192 | 182,749 | - |
| 2 | Fuel-Related Receipts (Throughput) | 23,399,216 | 59,390,330 | 34,628,657 | - |
| 3 | Projected Fuel Requirement [line 1 / line 2] | 0.49% | 0.37% | 0.53% | 0.00% |
| Volumetric True-up Retention Percentage | | | | | |
| Current Deficiency/(Gain) for Dec 2024 - Feb 2025 Period | | | | | |
| 4 | Fuel Gas Consumed ^{3, 8} | 183,771 | 130,870 | 89,668 | 42 |
| 5 | Fuel Gas Retained - Current ⁴ | 139,153 | 160,949 | 96,603 | - |
| 6 | Current Deficiency/(Gain) [line 4 - line 5] | 44,618 | (30,079) | (6,935) | 42 |
| True-up Deficiency/(Gain) for Dec 2024 - Feb 2025 Period | | | | | |
| 7 | Fuel Gas Sought for True-up ⁵ | (120,713) | (153,304) | 7,529 | - |
| 8 | Fuel Gas Retained - True-up ⁶ | (138,205) | (160,949) | 5,269 | - |
| 9 | True-up Deficiency/(Gain) [line 7 - line 8] | 17,492 | 7,645 | 2,260 | - |
| 10 | L&U Over-collection from Dec 2024 - Feb 2025 Period ⁷ | (71,108) | (36,672) | (94) | (42) |
| 11 | Net Deficiency/(Gain) to be Trued-up During Jun 2025 - Aug 2025 [line 6 + line 9 + line 10] | (8,998) | (59,106) | (4,768) | 0 |
| 12 | Fuel-Related Receipts (Throughput) | 23,399,216 | 59,390,330 | 34,628,657 | 356,928 |
| 13 | Fuel Requirement Adjustment [line 11 / line 12] | -0.04% | -0.10% | -0.01% | 0.00% |
| 14 | Total Fuel Retention Percentage [line 3 + line 13] | 0.45% | 0.27% | 0.52% | 0.00% |

Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of June 2025 - August 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. RP25-137-000 (Oct. 31, 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 | Mainline System | Medicine Bow | Piceance - Other Pipeline | Kanda - Other Pipeline |
|--|---|-----------------|--------------|---------------------------|------------------------|
| | (a) | (b) | (c) | (d) | (e) |
| Current Period Retention Percentage¹ | | | | | |
| 1 | L&U Projected During Forecast Period ² | (693,609) | (327,719) | (2,321) | (4,969) |
| 2 | L&U Receipts (Throughput) ³ | 517,397,703 | 247,215,019 | 1,805,583 | 3,069,913 |
| 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 Dec 2024 - Feb 2025 Period | | | | | |
| 4 | L&U Experienced ⁴ | (71,108) | (36,672) | (94) | (320) |
| 5 | L&U Retained - Current ⁵ | - | - | - | - |
| 6 | L&U True-up Deficiency/(Gain) [line 4 - line 5] | (71,108) | (36,672) | (94) | (320) |
| True-up Deficiency/(Gain) for Dec 2024 - Feb 2025 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 | (71,108) | (36,672) | (94) | (42) |
| 11 | L&U Deferred to a Future Filing ⁹ | - | - | - | (279) |
| 12 | Net Deficiency/(Gain) to be Trued-up During Jun 2025 - Aug 2025 [line 6 + line 9 - line 10 - line 11] | - | - | - | - |
| 13 | L&U-Related Receipts for Jun 2025 - Aug 2025 ¹⁰ | 135,227,639 | 63,685,488 | 844,129 | 356,928 |
| 14 | L&U Requirement Adjustment [line 12 / line 13] | 0.00% | 0.00% | 0.00% | 0.00% |
| 15 | Total L&U Retention Percentage [line 3 + line 14] | 0.00% | 0.00% | 0.00% | 0.00% |

Notes:

- 1) The current period retention percentage is based on the L&U experienced during the 12-month period ending February 2025 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 March 2024 through February 2025. See Appendix C, Schedule 1, lines 5-8, col. (n).
- 4) See Appendix D, Schedule 1, lines 2-6, col. (o).
- 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. 13, Docket No. RP25-137-000 (Oct. 31, 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 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%.
- 10) 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 June 2025 through August 2025, WIC is using receipts experienced during June 2024 through August 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 |
|----------|---|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| | | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | Feb-25 | |
| 1 | ANTELOPE (AMS) (892022) | 2,043,203 | 2,035,542 | 1,852,642 | 1,256,094 | 1,665,020 | 1,672,056 | 1,127,018 | 1,191,331 | 1,121,625 | 1,005,399 | 1,053,716 | 873,169 | 16,896,814 |
| 2 | BOWIE (BOW) (800104) | 6,071,335 | 4,285,630 | 5,100,527 | 4,824,209 | 2,763,103 | 5,539,351 | 3,980,729 | 4,674,767 | 3,923,242 | 3,638,537 | 4,309,267 | 2,499,611 | 51,610,308 |
| 3 | BAXTER TO WIC (BTW) (800116) | 1,296,360 | 1,452,992 | 3,790,133 | 3,111,194 | 1,488,269 | 1,231,141 | 1,555,808 | 1,413,762 | 3,126,528 | 3,268,318 | 3,718,035 | 2,326,556 | 27,779,095 |
| 4 | BITTER CREEK (BTC) (800115) | 51,315 | 145,967 | 83,311 | 77,063 | 175,561 | 116,380 | 19,270 | 2,003,821 | 285,241 | 216,613 | 600,339 | 265,264 | 4,040,146 |
| 5 | BRONZE DOME (BZD) (896107) | 169,825 | - | - | - | - | 77,280 | - | - | - | - | - | - | 247,105 |
| 6 | BUCKING HORSE (BKH) (47849) | 2,918,312 | 2,595,744 | 3,151,719 | 2,865,402 | 2,752,052 | 2,701,537 | 2,723,367 | 2,565,499 | 2,666,565 | 3,120,131 | 2,901,027 | 2,670,279 | 33,631,634 |
| 7 | CHALK BUTTES (CBR) (50156) | 4,554,722 | 4,097,510 | 5,350,130 | 5,160,709 | 5,209,163 | 5,489,872 | 5,409,491 | 5,620,008 | 5,530,349 | 5,713,479 | 5,262,175 | 5,033,220 | 62,430,829 |
| 8 | CHEYENNE JUMPER TO WELD (49841) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 | WIC/CIG SPARROW DELIVERY WELD (50528) | 5,715,892 | 4,678,049 | 9,402,452 | 9,886,502 | 9,978,113 | 7,625,964 | 11,776,242 | 6,394,306 | 7,363,369 | 9,479,804 | 12,596,532 | 11,182,425 | 106,079,650 |
| 10 | COTTONWOOD (CTW) (896060) | 650,677 | 845,697 | 848,865 | 1,255,184 | 1,216,431 | 1,150,717 | 814,372 | 607,915 | 434,133 | 1,179,938 | 1,206,944 | 449,535 | 10,660,408 |
| 11 | CRESTON (CRE) (896054) | 1,884,450 | 492,082 | 1,637,310 | 1,913,414 | 2,204,428 | 2,451,839 | 2,176,329 | 1,425,853 | 2,564,079 | 3,066,496 | 2,578,985 | 2,325,138 | 24,720,402 |
| 12 | FLYING HAWK (FLY) (800245) | 9,060,826 | 9,962,282 | 10,433,279 | 9,228,904 | 8,993,759 | 10,214,549 | 10,599,609 | 12,645,786 | 9,358,477 | 7,087,204 | 6,499,520 | 6,112,858 | 110,197,051 |
| 13 | GOLDEN DOME (GLD) (800273) | 1,097,080 | 669,304 | 1,676,630 | 505,379 | 883,059 | 648,724 | 585,312 | 860,411 | 910,074 | 910,949 | 714,208 | 515,068 | 9,976,198 |
| 14 | KANDA TO WIC-QUESTAR (KAW) (800336) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 15 | LARAMIE-WIC (LAW) (800367) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 16 | LOST CREEK WIC (LCW) (896043) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 | MEDICINE BOW (MBW) (896031) | 2,515,284 | 3,285,450 | 3,742,805 | 4,331,933 | 3,040,401 | 2,938,637 | 3,590,307 | 3,798,899 | 3,679,857 | 4,155,347 | 3,968,722 | 3,463,414 | 42,511,056 |
| 18 | OVERTHRUST/ WIC (OVW) (800528) | - | - | - | - | - | - | - | - | - | - | - | - | 322,977 |
| 19 | RAWLINS TO WIC (RTW) (800666) | 3 | - | - | 1 | 0 | 0 | 0 | - | - | - | 501 | 230 | 735 |
| 20 | RED RIM (RIM) (800633) | 298,472 | 289,290 | 256,397 | 231,546 | 263,029 | 245,611 | 237,230 | 239,344 | 217,716 | 221,240 | 206,164 | 178,381 | 2,884,420 |
| 21 | RIO BLANCO (RBL) (896062) | 1,708,327 | 1,635,069 | 1,674,567 | 1,722,732 | 2,084,935 | 1,999,374 | 1,896,700 | 2,185,505 | 1,804,934 | 2,260,900 | 1,871,676 | 1,734,739 | 22,579,459 |
| 22 | SILO PLANT (48646) | 281,410 | 282,845 | 267,513 | 249,996 | 293,798 | 303,235 | 298,289 | 292,044 | 272,749 | 280,057 | 273,566 | 275,546 | 3,371,049 |
| 23 | THUNDER CREEK (TCR) (896029) | 5,933,762 | 5,939,285 | 6,263,134 | 4,941,088 | 7,750,977 | 8,040,031 | 7,125,842 | 7,354,829 | 6,492,725 | 6,993,339 | 6,368,730 | 5,731,458 | 78,935,199 |
| 24 | TRAPPERS LAKE (TPL) (800722) | 9,824,536 | 6,280,765 | 7,353,929 | 9,973,095 | 9,663,839 | 9,511,474 | 7,220,922 | 8,874,348 | 9,308,812 | 8,966,946 | 5,793,476 | 4,718,578 | 97,490,720 |
| 25 | WALCOTT JUNCTION (WAL) (47968) | - | - | - | - | 0 | - | - | - | - | - | - | - | 0 |
| 26 | WAMSUTTER TO WIC (WAW) (800760) | - | - | 3 | - | - | - | - | - | - | - | - | - | 3 |
| 27 | WAPITI (WAP) (896017) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 28 | YELLOW JACKET PASS (YLP) (896061) | 707,443 | 2,604,383 | 2,718,569 | 82,050 | 12,953 | 158,365 | 751,619 | 327,555 | 172,103 | 3,664 | 535,590 | 613,430 | 8,687,726 |
| 29 | Total Receipts | 56,783,233 | 51,577,885 | 65,603,915 | 61,616,496 | 60,438,890 | 62,038,856 | 61,965,738 | 62,475,985 | 59,232,578 | 61,568,359 | 60,459,173 | 51,291,877 | 715,052,984 |
| 30 | OFF-SYSTEM OVERTHRUST FL&U ¹ | 6,635 | 12,380 | 8,788 | 2,238 | 503 | 5,612 | 4,960 | 5,606 | (21,194) | 25,186 | 25,901 | 6,623 | 83,238 |
| 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 | 25,350 | 34,742 | 50,551 | 17,879 | 18,648 | 18,561 | 28,137 | 28,885 | 28,180 | 31,716 | 31,719 | 28,643 | 343,011 |
| 34 | Net Linepack Decrease | 36,118 | - | 93,457 | - | 18,409 | - | 66,822 | - | - | - | - | 161,890 | 376,696 |
| 35 | Total System Receipts | 56,851,336 | 51,625,007 | 65,756,711 | 61,636,613 | 60,476,450 | 62,063,029 | 62,065,657 | 62,510,476 | 59,239,564 | 61,625,261 | 60,516,793 | 51,489,032 | 715,855,929 |

| Line No. | Item | Deliveries (Dth) | | | | | | | | | | | | Total |
|----------|-------------------------------------|------------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|-------------|
| | | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | Feb-25 | |
| 36 | CHROME DOME (CHD) (800140) | 4,154 | - | - | - | 40,451 | 44,827 | 713 | 53,329 | 5,886 | 28 | 51,089 | 40,780 | 241,257 |
| 37 | BITTER CREEK (BTC) (800115) | - | 62,717 | 0 | 101,685 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 164,404 |
| 38 | BOWIE (BOW) (800104) | 324 | 1 | - | - | - | - | - | - | - | - | - | - | 325 |
| 39 | BUCKING HORSE (BKD) (47848) | 79,494 | 73,969 | 83,265 | 72,302 | 69,682 | 68,158 | 67,060 | 69,834 | 69,032 | 77,480 | 80,360 | 76,989 | 887,625 |
| 40 | CHALK BUTTES (CBB) (50472) | - | 5,224 | - | - | 4,380 | - | - | - | - | - | - | - | 9,603 |
| 41 | CURLEY (CUR) (800184) | 1,888,726 | 1,275,701 | 12,713,134 | 9,400,611 | 3,406,802 | 6,055,171 | 6,304,232 | 4,294,646 | 2,510,458 | 2,451,337 | 6,199,282 | 6,018,880 | 62,518,979 |
| 42 | DOVER (DOV) (800212) | 3,676,108 | 1,709,597 | 3,111,062 | 2,285,126 | 1,779,117 | 1,588,732 | 2,316,365 | 2,163,500 | 1,475,901 | 2,254,304 | 3,915,096 | 3,131,307 | 29,406,215 |
| 43 | DULLKNIFE (DUL) (896002) | 13,449,436 | 15,579,996 | 19,187,984 | 16,999,928 | 15,714,872 | 15,278,859 | 17,674,985 | 20,206,567 | 13,021,455 | 14,648,512 | 13,909,796 | 12,594,563 | 188,266,953 |
| 44 | FLYING HAWK (FLY) (800245) | - | - | - | - | - | - | - | - | - | - | - | - | 19 |
| 45 | HAPPY JACK (49167) | - | - | - | - | - | - | - | - | 16,601 | 161 | 53 | 356 | 17,171 |
| 46 | LITTLE WOLF (LTW) (896018) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 47 | LONE TREE DELIVERY WELD (54876) | 2,480,114 | 1,604,530 | 3,643,044 | 2,890,082 | 3,932,188 | 4,063,127 | 3,962,031 | 3,599,872 | 2,924,080 | 3,242,652 | 3,593,886 | 2,690,719 | 38,626,324 |
| 48 | OTTO ROAD (49168) | 613,394 | 583,471 | 598,180 | 506,118 | 566,678 | 566,070 | 552,132 | 484,630 | 573,993 | 602,974 | 624,355 | 528,355 | 6,800,350 |
| 49 | OVERTHRUST/ WIC (OVW) (800528) | 13,143,892 | 11,391,849 | 9,824,975 | 8,551,769 | 13,537,283 | 11,913,686 | 10,525,103 | 12,329,629 | 13,000,084 | 12,728,658 | 7,776,709 | 4,782,511 | 129,506,148 |
| 50 | OWL CREEK (OWL) (896026) | 4,427,194 | 4,554,211 | 4,162,866 | 3,988,956 | 5,891,447 | 6,180,849 | 4,052,011 | 3,318,294 | 9,608,413 | 9,777,022 | 9,788,882 | 9,311,725 | 75,061,869 |
| 51 | RAWLINS TO WIC (RTW) (800666) | 2,495,997 | 2,398,389 | 1,569,742 | 1,344,037 | 2,041,678 | 2,016,562 | 1,511,853 | 2,276,367 | 2,447,241 | 1,243,337 | 1,048,372 | 1,334,082 | 21,727,658 |
| 52 | ROCKPORT (RKP) (896021) | 2,682,250 | 2,958,135 | 3,820,884 | 3,783,448 | 2,960,456 | 3,907,312 | 2,429,165 | 3,335,864 | 1,423,216 | 1,925,233 | 2,010,473 | 1,765,994 | 33,002,431 |
| 53 | SILVER DOME (SLD) (896080) | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 |
| 54 | SITTING BULL (STB) (896084) | 1,449,931 | 1,916,265 | 1,282,883 | 1,167,725 | 1,323,437 | 1,342,771 | 1,401,397 | 1,941,291 | 1,296,915 | 1,569,155 | 1,438,017 | 1,499,532 | 17,629,320 |
| 55 | SWEETWATER (SWT) (800709) | - | - | - | - | - | - | - | - | 12 | - | - | - | 12 |
| 56 | TAFT (TFT) (54065) | 632,333 | 379,920 | 542,461 | 362,060 | 351,359 | 300,386 | 325,991 | 505,822 | 704,993 | 900,709 | 1,195,165 | 980,382 | 7,181,582 |
| 57 | THREEMILE DELIVERY (TML) (896114) | 9,732,990 | 6,925,461 | 3,168,783 | 3,430,361 | 8,721,710 | 6,648,488 | 5,708,056 | 7,739,329 | 9,407,907 | 9,772,030 | 5,463,294 | 3,963,045 | 80,681,455 |
| 58 | THUNDER CHIEF (TDC) (800716) | - | - | 1,848,414 | 6,640,122 | 88,997 | 1,970,046 | 5,121,085 | 45 | 65 | 277 | 2,873,278 | 2,413,857 | 20,956,186 |
| 59 | TRAPPERS LAKE (TPL) (800722) | 88 | - | 8 | 142 | 257 | - | - | - | - | - | 517 | - | 1,012 |
| 60 | WALCOTT JUNCTION (WAL) (47968) | 19,159 | 27,469 | 69,252 | 77,229 | 18,887 | 35,032 | 20,361 | 19,768 | 594,475 | 237,732 | 268,496 | 242,104 | 1,629,961 |
| 61 | WAPITI (55370) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 62 | YELLOW TAIL DELIVERY (YLT) (800829) | - | 23 | - | - | - | - | - | - | - | - | - | - | 23 |
| 63 | Total Deliveries | 56,775,584 | 51,446,928 | 65,626,936 | 61,601,701 | 60,449,679 | 61,980,075 | 61,972,540 | 62,338,788</ | | | | | |

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

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

| Line No. | Item | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | Feb-25 | Total | Jun-24 - Aug-24 |
|--|---------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-----------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | (o) |
| Fuel-Related Receipts (Dth)¹ | | | | | | | | | | | | | | | |
| 1 | Mainline | 11,931,144 | 8,591,300 | 8,502,938 | 9,799,352 | 11,215,267 | 9,025,035 | 9,338,664 | 10,416,759 | 11,627,043 | 11,729,550 | 9,775,336 | 10,216,067 | 122,168,455 | 30,039,654 |
| 2 | Medicine Bow | 18,491,761 | 18,913,996 | 21,650,168 | 20,080,280 | 21,649,621 | 21,918,808 | 20,965,702 | 21,024,116 | 19,985,349 | 22,226,065 | 21,023,769 | 18,640,233 | 246,569,868 | 63,648,709 |
| 3 | Kanda | 855,048 | 163,657 | 945,191 | 75,654 | 281,274 | - | 65,000 | 100,113 | 169,729 | 317,160 | 65,850 | 31,237 | 3,069,913 | 356,928 |
| 4 | Piceance | 12,266,577 | 10,580,954 | 11,404,329 | 12,092,747 | 12,572,597 | 11,823,103 | 10,349,850 | 11,835,244 | 11,844,556 | 11,311,714 | 7,809,542 | 7,010,305 | 130,901,518 | 36,488,447 |
| L&U-Related Receipts (Dth) | | | | | | | | | | | | | | | |
| 5 | Mainline | 40,356,349 | 39,655,191 | 46,287,756 | 45,005,938 | 45,395,055 | 44,826,646 | 43,779,260 | 46,744,817 | 44,076,495 | 43,174,752 | 42,487,350 | 35,608,094 | 517,397,703 | 135,227,639 |
| 6 | Medicine Bow | 18,513,104 | 18,940,583 | 21,663,865 | 20,080,831 | 21,650,678 | 21,953,979 | 21,003,825 | 21,111,178 | 20,069,294 | 22,326,471 | 21,135,756 | 18,765,455 | 247,215,019 | 63,685,488 |
| 7 | Kanda | 855,048 | 163,657 | 945,191 | 75,654 | 281,274 | - | 65,000 | 100,113 | 169,729 | 317,160 | 65,850 | 31,237 | 3,069,913 | 356,928 |
| 8 | Piceance - Other Pipeline | - | 14,174 | 2,000 | 55,443 | 694,290 | 94,396 | 2,500 | 374,902 | 371,685 | 23,522 | 92,234 | 80,437 | 1,805,583 | 844,129 |

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 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | Feb-25 | Total | Dec-24 - Feb-25 |
|----------|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|-------------|-----------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | (o) |
| 1 | System L&U ² | (135,570) | (109,459) | (102,916) | (150,711) | (139,806) | (105,861) | (87,357) | (72,029) | (16,715) | (58,484) | (21,567) | (28,143) | (1,028,618) | (108,194) |
| | L&U Allocation | | | | | | | | | | | | | | |
| 2 | Mainline | (91,606) | (73,853) | (69,141) | (104,003) | (93,302) | (70,960) | (58,973) | (49,274) | (11,389) | (38,349) | (14,367) | (18,392) | (693,609) | (71,108) |
| 3 | Medicine Bow | (42,023) | (35,275) | (32,360) | (46,405) | (44,499) | (34,752) | (28,293) | (22,254) | (5,186) | (19,832) | (7,147) | (9,693) | (327,719) | (36,672) |
| 4 | Kanda | (1,941) | (305) | (1,412) | (175) | (578) | - | (88) | (106) | (44) | (282) | (22) | (16) | (4,969) | (320) |
| 5 | Piceance - All | - | (26) | (3) | (128) | (1,427) | (149) | (3) | (395) | (96) | (21) | (31) | (42) | (2,321) | (94) |
| 6 | Total System L&U | (135,570) | (109,459) | (102,916) | (150,711) | (139,806) | (105,861) | (87,357) | (72,029) | (16,715) | (58,484) | (21,567) | (28,143) | (1,028,618) | (108,194) |

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.

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 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | Feb-25 | Total | Dec-24 - Feb-25 |
|---|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|-----------------|
| | (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 | 55,842 | 48,818 | 63,302 | 58,346 | 53,259 | 48,420 | 48,075 | 44,471 | 63,765 | 66,036 | 66,726 | 51,009 | 668,069 | 183,771 |
| 2 | Medicine Bow | 36,164 | 37,435 | 42,732 | 35,042 | 49,495 | 60,433 | 59,155 | 61,369 | 35,409 | 54,338 | 44,068 | 32,463 | 548,104 | 130,870 |
| 3 | Kanda ² | - | - | - | - | - | 228 | - | - | 41 | - | 42 | - | 310 | 42 |
| 4 | Piceance | 87,331 | 55,938 | 67,317 | 55,264 | 44,671 | 46,564 | 40,146 | 46,185 | 45,830 | 46,439 | 19,993 | 23,236 | 578,915 | 89,668 |
| 5 | Total | 179,337 | 142,192 | 173,351 | 148,652 | 147,426 | 155,644 | 147,376 | 152,025 | 145,045 | 166,814 | 130,829 | 106,708 | 1,795,398 | 404,350 |

Notes:

- 1) Excludes off-system fuel directly retained.
- 2) The August 2024, November 2024, and January 2025 quantities reflect 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 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | Feb-25 | 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 | 5,080 | 5,373 | 14,191 | 12,575 | 5,719 | 4,409 | 6,576 | 4,964 | 11,628 | 12,421 | 14,798 | 8,916 | 106,651 |
| 2 | DOUGLAS COMP. STA. TOTAL FUEL | 35,386 | 36,771 | 41,328 | 34,406 | 48,411 | 59,085 | 57,590 | 59,818 | 34,444 | 53,302 | 43,159 | 31,763 | 535,464 |
| 3 | ECHO JUNCTION COMPRESSOR FUEL | 8,682 | 7,845 | 7,894 | 8,165 | 8,745 | 8,137 | 8,005 | 9,611 | 9,061 | 9,661 | 8,799 | 7,939 | 102,544 |
| 4 | HAROLD BURROW COMPRESSOR STATION | - | - | - | - | 0 | - | - | - | - | - | 0 | 4,860 | 4,860 |
| 5 | LARAMIE WIC COMPRESSOR FUEL | - | - | 6,184 | 3,677 | - | - | - | - | - | - | 2 | - | 9,863 |
| 6 | PICEANCE LATERAL COMPRESSOR FUEL | 37,236 | 30,689 | 34,577 | 37,098 | 41,933 | 43,805 | 37,712 | 41,506 | 42,912 | 43,535 | 16,912 | 20,420 | 428,334 |
| 7 | RAWLINS TO WIC COMPRESSOR FUEL | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 | SNAKE RIVER COMPRESSOR | 45,892 | 21,659 | 29,691 | 14,997 | - | - | - | 1,103 | - | - | - | - | 113,343 |
| 9 | WIC GE COMPRESSOR FUEL | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10 | WIC WAMSUTTER COMPRESSOR FUEL | 40,940 | 34,694 | 34,172 | 33,094 | 38,439 | 35,545 | 33,090 | 29,106 | 41,814 | 42,696 | 41,445 | 24,950 | 429,984 |
| 11 | WIC-CHEYENNE COMPRESSOR FUEL | - | - | - | - | - | - | - | - | - | - | - | 3,061 | 3,061 |
| 12 | Total | 173,216 | 137,030 | 168,038 | 144,012 | 143,246 | 150,981 | 142,974 | 146,107 | 139,859 | 161,615 | 125,117 | 101,910 | 1,734,105 |
| 13 | FERC Account 812 - Other Fuel Gas ¹ | 6,121 | 5,161 | 5,313 | 4,640 | 4,180 | 4,664 | 4,402 | 5,918 | 5,185 | 5,199 | 5,712 | 4,798 | 61,294 |

Notes:

1) Excludes off-system FL&U.

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

Appendix F
FL&U Retention

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

| Line No. | Item | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | Feb-25 | Total | Dec-24 - Feb-25 |
|---------------------|--------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|-----------|-----------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | (o) |
| Fuel-Current | | | | | | | | | | | | | | | |
| 1 | Mainline | 67,896 | 48,775 | 49,331 | 49,891 | 57,058 | 45,925 | 40,151 | 44,855 | 49,985 | 50,410 | 43,503 | 45,240 | 593,020 | 139,153 |
| 2 | Medicine Bow | 40,666 | 52,986 | 60,590 | 56,122 | 60,607 | 61,367 | 56,588 | 56,797 | 53,964 | 57,803 | 54,659 | 48,487 | 660,636 | 160,949 |
| 3 | Kanda | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 | Piceance | 29,441 | 25,393 | 27,360 | 36,264 | 37,699 | 35,450 | 54,868 | 62,727 | 62,815 | 41,815 | 28,863 | 25,925 | 468,620 | 96,603 |
| 5 | Total Fuel-Current | 138,003 | 127,154 | 137,281 | 142,277 | 155,364 | 142,742 | 151,607 | 164,379 | 166,764 | 150,028 | 127,025 | 119,652 | 1,722,276 | 396,705 |
| Fuel-True-up | | | | | | | | | | | | | | | |
| 6 | Mainline | (51,241) | (36,871) | (37,288) | (49,921) | (57,103) | (45,957) | (40,116) | (44,760) | (50,012) | (50,410) | (42,555) | (45,240) | (551,474) | (138,205) |
| 7 | Medicine Bow | (7,377) | (18,937) | (21,627) | (20,015) | (21,650) | (21,904) | (46,175) | (46,342) | (43,984) | (57,803) | (54,659) | (48,487) | (408,960) | (160,949) |
| 8 | Kanda | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 | Piceance | (20,835) | (17,978) | (19,357) | 33,871 | 35,233 | 33,132 | 42,427 | 48,547 | 48,541 | 2,290 | 1,568 | 1,411 | 188,850 | 5,269 |
| 10 | Total Fuel-True-up | (79,453) | (73,786) | (78,272) | (36,065) | (43,520) | (34,729) | (43,864) | (42,555) | (45,455) | (105,923) | (95,646) | (92,316) | (771,584) | (293,885) |

[illegible]