



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

October 31, 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. RP26-

Commissioners:

Wyoming Interstate Company, L.L.C. ("WIC") tenders for filing and acceptance by the Federal Energy Regulatory Commission ("Commission") Version 70 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, 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	0.58%	-0.58%	0.00%	-0.07%	-0.30%	-0.37%
Medicine Bow	0.35%	-0.27%	0.08%	-0.01%	-0.06%	-0.07%
Piceance (WIC ML & Other PL)	0.42%	-0.27%	0.15%	0.05%	-0.01%	0.04%
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 (2025).

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, 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 decrease to 0.00%. The Projected Fuel Requirement percentage decreases to 0.58% primarily due to an increase in projected throughput volumes without a corresponding increase in projected fuel volumes. The Fuel Requirement Adjustment decreases to negative 0.58% and reflects 169,622 Dths of over-collected L&U from the June 2025 through August 2025 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 0.08%. The Projected Fuel Requirement percentage is relatively unchanged at 0.35%. The Fuel Requirement Adjustment decreases to negative 0.27% and reflects 102,195 Dth of over-collected L&U volumes from the June 2025 through August 2025 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁴ This results in a 0.08% total fuel retention percentage for the Medicine Bow Lateral.

Piceance Lateral

The proposed total fuel retention percentage for the Piceance Lateral is 0.15%. The Projected Fuel Requirement percentage increases to 0.42% primarily due to a decrease in projected throughput volumes without a

² WIC has been informed that Fort Union Gas Gathering, L.L.C. and Bighorn Gas Gathering, L.L.C. will be increasing the in-kind percentage of gas they retain for fuel gas from 0.42% to 0.76% effective December 1, 2025. WIC is updating the Bakken Leased Capacity Incremental rate to reflect that change effective December 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).

corresponding decrease in projected fuel volumes. The Fuel Requirement Adjustment percentage decreases to negative 0.27% and reflects 889 Dth of over-collected L&U volumes from the June 2025 through August 2025 data collection period being included in the calculation of the Fuel Requirement Adjustment.⁵ This Fuel Requirement Adjustment of negative 0.27% is intended to return over-collected fuel volumes and 889 Dth of over-collected L&U volumes from the June 2025 through August 2025 data collection period,⁶ to Piceance Lateral shippers during the period these rates will be in effect. These percentages result in a 0.15% 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 2024 through August 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 202,783 Dth during the period of June 2025 through August 2025. As discussed earlier, 169,622 Dth of the over-collected

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

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

L&U volumes is being included in the calculation of the Mainline System Fuel Requirement Adjustment.⁷ The remaining 33,161 Dth of over-collected L&U from the June 2025 through August 2025 data collection period is being deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff. 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 102,195 Dth for the period June 2025 through August 2025. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, 102,195 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 889 Dth for the period June 2025 through August 2025. As discussed above in the section on the fuel percentage for the Piceance Lateral, the gain of 889 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%. As shown on Appendix A, Schedule 2, line 4, column (e), the Kanda – Other Pipeline experienced a gain of L&U of 1,659 Dth for the period June 2025 through August 2025. The Kanda Lateral has experienced excess L&U quantities in three consecutive L&U filings. As such, Section 13.5(d) of the GT&C requires that the excess L&U quantities be cashed out. Therefore, WIC proposes to cash-out the over-collected L&U from the June 2025 through August 2025 period experienced in the instant filing as well as the over-collected L&U quantities deferred to future filings in Docket Nos. RP25-870-000 and RP25-1040-000.

Cash Out of Kanda – Other Pipeline L&U Over-Collection

As detailed in Appendices A and G, WIC has over-collected L&U quantities of 1,659 Dth associated with the Kanda – Other Pipeline for the period of June 2025 to August 2025.⁸ In addition, WIC has over-collected L&U quantities of 279 Dth⁹ and 909 Dth¹⁰ associated with Docket Nos. RP25-870-000

⁷ See Appendix A, Schedule 1, line 10, col. (b).

⁸ See Appendix A, Schedule 2, lines 4 through 11, col. (e).

⁹ See WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix A, Schedule 2, Line No. 11, Column (e), Docket No. RP25-870-000 (Apr. 30, 2025).

¹⁰ See WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix A, Schedule 2, Line No. 11, Column (e), Docket No. RP25-1040-000 (July 31, 2025).

and RP25-1040-000, respectively, that had been deferred to future filings. As just noted, pursuant to the terms of Section 13.5(d) of the GT&C, WIC must cash out Excess L&U Quantities experienced in three consecutive L&U filings; therefore, WIC proposes to cash out these over-collected L&U quantities herein.

WIC calculated the value associated with the Excess L&U Quantities by using the applicable month's Cash Out Index Price.¹¹ The calculations result in a total cash-out refund of \$4,161 for the June 2025 through August 2025 period reflected in the instant filing,¹² \$1,790 for the March 2025 through May 2025 period reflected in Docket No. RP25-1040-000, \$758 for the December 2024 through February 2025 period reflected in Docket No. RP25-870-000, and \$2 for a May 2024 prior period adjustment reflected in the instant filing for shippers on the Kanda – Other Pipeline.¹³ WIC allocated the value of the Excess L&U Quantities pro-rata to each Kanda – Other Pipeline shipper based on the total throughput for each period in which the over-collection and resulting Excess L&U occurred.

Section 154.204 Discussion

Pursuant to 18 C.F.R. § 154.204 (2025), 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.

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 in the instant filing.

¹³ See Appendix G, Schedules 1 through 8.

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, 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 (2025)).

¹⁴ 18 C.F.R. §§ 154.1 - 154.603 (2025).

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 pipeline system and interested state regulatory commissions, in accordance with the requirements of Section 154.208 and 385.2010 of the Commission's Regulations.

Dated at Colorado Springs, Colorado as of this 31st day of October, 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)	0.58%	-0.58%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.58%	-0.58%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.35%	-0.27%	0.08%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.35%	-0.27%	0.08%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	0.76%
L&U Percentage (Note 7)	n/a	n/a	0.00%

Total FL&U Percentage	n/a	n/a	0.76%
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	0.42%	-0.27%	0.15%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.42%	-0.27%	0.15%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.42%	-0.27%	0.15%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.42%	-0.27%	0.15%
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. 65 <u>58</u> %	-0. 28 <u>58</u> %	0. 37 <u>00</u> %
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 65 <u>58</u> %	-0. 28 <u>58</u> %	0. 37 <u>00</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0. 36 <u>35</u> %	-0. 21 <u>27</u> %	0. 15 <u>08</u> %
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 36 <u>35</u> %	-0. 21 <u>27</u> %	0. 15 <u>08</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	0. 42 <u>76</u> %
L&U Percentage (Note 7)	n/a	n/a	0.00%

Total FL&U Percentage	n/a	n/a	0. 42 <u>76</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. 37 <u>42</u> %	-0. 26 <u>27</u> %	0. 41 <u>15</u> %
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 37 <u>42</u> %	-0. 26 <u>27</u> %	0. 41 <u>15</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0. 37 <u>42</u> %	-0. 26 <u>27</u> %	0. 41 <u>15</u> %
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. 37 <u>42</u> %	-0. 26 <u>27</u> %	0. 41 <u>15</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
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Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
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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 (Dec 25 - Feb 26) ²	183,771	202,964	105,401	-
2	Fuel-Related Receipts (Throughput)	31,720,953	58,730,260	25,016,435	-
3	Projected Fuel Requirement [line 1 / line 2]	0.58%	0.35%	0.42%	0.00%
Volumetric True-up Retention Percentage					
Current Deficiency/(Gain) for Jun 2025 - Aug 2025 Period					
4	Fuel Gas Consumed ^{3, 8}	76,439	170,473	75,979	-
5	Fuel Gas Retained - Current ⁴	88,674	231,607	139,390	-
6	Current Deficiency/(Gain) [line 4 - line 5]	(12,235)	(61,134)	(63,411)	-
True-up Deficiency/(Gain) for Jun 2025 - Aug 2025 Period					
7	Fuel Gas Sought for True-up ⁵	(8,998)	(59,106)	(4,768)	-
8	Fuel Gas Retained - True-up ⁶	(7,084)	(62,727)	(2,713)	-
9	True-up Deficiency/(Gain) [line 7 - line 8]	(1,914)	3,621	(2,055)	-
10	L&U Over-collection from June 2025 - Aug 2025 Period ⁷	(169,622)	(102,195)	(889)	-
11	Net Deficiency/(Gain) to be Trued-up During Dec 2025 - Feb 2026 [line 6 + line 9 + line 10]	(183,771)	(159,708)	(66,355)	-
12	Fuel-Related Receipts (Throughput)	31,720,953	58,730,260	25,016,435	414,247
13	Fuel Requirement Adjustment [line 11 / line 12]	-0.58%	-0.27%	-0.27%	0.00%
14	Total Fuel Retention Percentage [line 3 + line 13]	0.00%	0.08%	0.15%	0.00%

Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of December 2025 - February 2026 divided by forecasted receipts expected during the same period.
- 2) Excludes quantities associated with off-system capacity and the Bakken Leased Capacity Incremental rates including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U and the Bakken Leased Capacity Incremental rates are directly assessed to all shippers responsible for the charges.
- 3) See Appendix E, Schedule 1, col. (p). Excludes quantities for capitalized gas.
- 4) See Appendix F, Schedule 1, lines 1-5, col. (o).
- 5) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 1, Line No. 11, Docket No. RP25-870-000 (Apr. 30, 2025).
- 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	(521,646)	(257,672)	(2,833)	(3,124)
2	L&U Receipts (Throughput) ³	505,551,164	249,840,295	2,819,402	2,530,203
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 2025 - Aug 2025 Period					
4	L&U Experienced ⁴	(202,783)	(102,195)	(889)	(1,659)
5	L&U Retained - Current ⁵	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(202,783)	(102,195)	(889)	(1,659)
True-up Deficiency/(Gain) for Jun 2025 - Aug 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	(169,622)	(102,195)	(889)	-
11	L&U to be Cashed-Out in the Instant Filing ⁹	-	-	-	(1,659)
12	L&U Deferred to a Future Filing ¹⁰	(33,161)	-	-	-
13	Net Deficiency/(Gain) to be Trued-up During Dec 2025 - Feb 2026 [line 6 + line 9 - line 10 - line 11 - line 12]	-	-	-	-
14	L&U-Related Receipts for Dec 2025 - Feb 2026 ¹¹	121,270,196	62,227,682	196,193	414,247
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%
17	L&U Deferred to a Future Filing in Docket No. RP25-870-000 to be Cashed-Out ¹²	-	-	-	(279)
18	L&U Deferred to a Future Filing in Docket No. RP25-1040-000 to be Cashed-Out ¹³	-	-	-	(909)

Notes:

- The current period retention percentage is based on the L&U experienced during the 12-month period ending August 2025 as shown on Schedule 1 of Appendix D divided by receipts experienced during the same period.
- 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.
- L&U receipts are forecasted for the current period based on historical data from September 2024 through August 2025. See Appendix C, Schedule 1, lines 5-8, col. (n).
- See Appendix D, Schedule 1, lines 2-6, col. (p).
- See Appendix F, Schedule 2, lines 1-5, col. (o).
- See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 12, Docket No. RP25-870-000 (Apr. 30, 2025).
- See Appendix F, Schedule 2, lines 6-10, col. (o).
- The quantities on this line will be applied to the appropriate Fuel quantities on Schedule 1, line 10 of Appendix A of this filing.
- The quantities on this line will be cashed-out; see Appendix G, Schedules 1 and 2.
- 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%.
- 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 2025 through February 2026, WIC is using receipts experienced during December 2024 through February 2025 to reasonably estimate L&U-related receipts.
- See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 11, Column (e), Docket No. RP25-870-000 (Apr. 30, 2025). The quantities on this line were deferred to future filings in Docket No. RP25-870-000 and will be cashed-out in the instant filing pursuant to GT&C Section 13.5(d). See Appendix G, Schedules 5 and 6.
- See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 11, Column (e), Docket No. RP25-1040-000 (July 31, 2025). The quantities on this line were deferred to future filings in Docket No. RP25-1040-000 and will be cashed-out in the instant filing pursuant to GT&C Section 13.5(d). See Appendix G, Schedules 3 and 4.

Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP26-____

Appendix B
Physical Gas Balance

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

Line No.	Item	Receipts (Dth)												Total
		Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
1	ANTELOPE (AMS) (892022)	1,127,018	1,191,331	1,121,625	1,005,399	1,053,716	873,169	1,167,600	967,657	1,571,742	2,544,809	2,401,980	2,593,254	17,619,300
2	BOWIE (BOW) (800104)	3,980,729	4,674,767	3,923,242	3,638,537	4,309,267	2,499,611	4,155,787	6,045,964	6,390,143	2,762,225	4,178,282	4,420,404	50,978,958
3	BAXTER TO WIC (BTW) (800116)	1,555,808	1,413,762	3,126,528	3,268,318	3,718,035	2,326,556	3,158,034	2,746,537	2,397,159	2,982,999	3,038,726	2,159,551	31,892,012
4	BITTER CREEK (BTC) (800115)	19,270	2,003,821	285,241	216,613	600,339	265,264	152,052	768,157	1	948,770	1,389,920	2,056,491	8,705,940
5	BRONZE DOME (BZD) (896107)	77,280	-	-	-	-	-	501,877	531,311	261,514	387,358	332,538	1	2,091,880
6	BUCKING HORSE (BKH) (47849)	2,723,367	2,565,499	2,666,565	3,120,131	2,901,027	2,670,279	3,055,294	2,838,336	3,575,237	2,961,671	2,766,933	3,082,752	34,927,092
7	CHALK BUTTES (CBR) (50156)	5,409,491	5,620,008	5,530,349	5,713,479	5,262,175	5,033,220	5,826,616	5,607,855	5,849,532	4,365,070	5,434,825	5,500,019	65,152,641
8	CHEYENNE JUMPER TO WELD (49841)	-	-	-	-	-	-	-	-	-	-	-	-	-
9	WIC/CIG SPARROW DELIVERY WELD (50528)	11,776,242	6,394,306	7,363,369	9,479,804	12,596,532	11,182,425	11,739,588	8,554,937	10,336,485	9,213,592	10,738,612	9,209,752	118,585,644
10	COTTONWOOD (CTW) (896060)	814,372	607,915	434,133	1,179,938	1,206,944	449,535	645,624	39,108	127,048	655,233	868,566	574,551	7,602,967
11	CRESTON (CRE) (896054)	2,176,329	1,425,853	2,564,079	3,066,496	2,578,985	2,325,138	2,614,195	1,852,399	3,093,082	1,880,095	933,442	1,783,174	26,293,266
12	FLYING HAWK (FLY) (800245)	10,599,609	12,645,786	9,358,477	7,087,204	6,499,520	6,112,858	8,850,394	13,308,536	16,353,615	11,461,031	7,844,936	8,899,765	119,021,730
13	GOLDEN DOME (GLD) (800273)	585,312	860,411	910,074	910,949	714,208	515,068	496,904	310,781	582,792	642,063	619,970	1,013,899	8,162,430
14	KANDA TO WIC-QUESTAR (KAW) (800336)	-	-	-	-	-	-	-	-	-	-	-	-	-
15	LARAMIE-WIC (LAW) (800367)	-	-	-	-	-	-	-	-	-	-	-	-	-
16	LOST CREEK WIC (LCW) (896043)	-	-	-	-	-	-	-	-	-	-	-	-	-
17	MEDICINE BOW (MBW) (896031)	3,590,307	3,798,899	3,679,857	4,155,347	3,968,722	3,463,414	3,858,844	3,602,887	3,632,072	4,173,442	3,816,268	3,211,122	44,951,181
18	OVERTHRUST/ WIC (OVW) (800528)	-	-	-	-	-	322,977	-	-	-	-	-	-	322,977
19	RAWLINS TO WIC (RTW) (800666)	0	-	-	-	501	230	-	-	-	-	258	705	1,693
20	RED RIM (RIM) (800633)	237,230	239,344	217,716	221,240	206,164	178,381	194,780	191,409	214,719	206,313	212,252	211,131	2,530,681
21	RIO BLANCO (RBL) (896062)	1,896,700	2,185,505	1,804,934	2,260,900	1,871,676	1,734,739	1,661,556	1,391,107	17,211	584,996	1,323,657	1,753,660	18,486,641
22	SILO PLANT (48646)	298,289	292,044	272,749	280,057	273,566	275,546	258,780	257,768	275,797	259,765	267,061	254,593	3,266,017
23	THUNDER CREEK (TCR) (896029)	7,125,842	7,354,829	6,492,725	6,993,339	6,368,730	5,731,458	6,373,032	6,825,815	6,254,932	5,753,835	5,998,118	5,874,610	77,147,264
24	TRAPPERS LAKE (TPL) (800722)	7,220,922	8,874,348	9,308,812	8,966,946	5,793,476	4,718,578	3,125,097	2,174,970	3,463,649	4,943,934	6,440,053	9,086,134	74,116,920
25	WALCOTT JUNCTION (WAL) (47968)	-	-	-	-	-	-	-	-	-	-	-	0	0
26	WAMSUTTER TO WIC (WAW) (800760)	-	-	-	-	-	-	-	-	-	-	-	41	41
27	WAPITI (WAP) (896017)	-	-	-	-	-	-	-	-	-	-	-	-	-
28	YELLOW JACKET PASS (YLP) (896061)	751,619	327,555	172,103	3,664	535,590	613,430	1,329,698	766,854	1,178,403	105,073	803,575	48,649	6,636,213
29	Total Receipts	61,965,738	62,475,985	59,232,578	61,568,359	60,459,173	51,291,877	59,165,755	58,782,389	65,575,133	56,832,273	59,409,971	61,734,257	718,493,488
30	OFF-SYSTEM OVERTHRUST FL&U ¹	4,960	5,606	(21,194)	25,186	25,901	6,623	2,386	4,870	938	1,254	(146)	740	57,124
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	28,137	28,885	28,180	31,716	31,719	28,643	16,635	15,529	16,158	13,447	14,125	11,347	264,521
34	Net Linepack Decrease	66,822	-	-	-	-	161,890	-	46,619	1,456	-	37,966	4,654	319,406
35	Total System Receipts	62,065,657	62,510,476	59,239,564	61,625,261	60,516,793	51,489,032	59,184,776	58,849,407	65,593,685	56,846,974	59,461,916	61,750,998	719,134,539
Deliveries (Dth)														
36	CHROME DOME (CHD) (800140)	713	53,329	5,886	28	51,089	40,780	6,051	1	14,840	33,703	20,503	59,556	286,480
37	BITTER CREEK (BTC) (800115)	0	0	0	0	0	0	0	-	512,237	29,303	4	0	541,545
38	BOWIE (BOW) (800104)	-	-	-	-	-	-	-	-	-	-	-	-	-
39	BUCKING HORSE (BKD) (47848)	67,060	69,834	69,032	77,480	80,360	76,989	82,844	78,384	77,405	8,127	6,163	22,495	716,174
40	CHALK BUTTES (CBB) (50472)	-	-	-	-	-	-	-	-	-	-	-	-	-
41	CURLY (CUR) (800184)	6,304,232	4,294,646	2,510,458	2,451,337	6,199,282	6,018,880	8,748,801	6,381,919	8,290,230	5,768,629	5,939,850	6,164,605	69,072,869
42	DOVER (DOV) (800212)	2,316,365	2,163,500	1,475,901	2,254,304	3,915,096	3,131,307	4,071,582	4,328,915	4,123,087	2,146,631	2,381,844	1,491,917	33,800,447
43	DULLKNIFE (DUL) (896002)	17,674,985	20,206,567	13,021,455	14,648,512	13,909,796	12,594,563	16,652,190	16,069,812	18,429,197	14,709,009	16,944,431	16,503,040	191,363,558
44	FLYING HAWK (FLY) (800245)	-	-	-	-	19	-	-	-	-	-	-	-	19
45	HAPPY JACK (49167)	-	-	16,601	161	53	356	844	1,041	1,610	2,092	2,231	10,345	35,334
46	LITTLE WOLF (LTW) (896018)	-	-	-	-	-	-	-	-	-	-	-	-	-
47	LONE TREE DELIVERY WELD (54876)	3,962,031	3,599,872	2,924,080	3,242,652	3,593,886	2,690,719	3,190,689	3,479,554	2,321,218	1,425,506	2,212,484	2,492,458	35,135,148
48	OTTO ROAD (49168)	552,132	484,630	573,993	602,974	624,355	528,355	591,197	556,593	603,059	546,746	571,259	572,544	6,807,837
49	OVERTHRUST/ WIC (OVW) (800528)	10,525,103	12,329,629	13,000,084	12,728,658	7,776,709	4,782,511	3,923,523	5,091,528	4,670,906	6,964,566	10,296,464	13,098,849	105,188,530
50	OWL CREEK (OWL) (896026)	4,052,011	3,318,294	9,608,413	9,777,022	9,788,882	9,311,725	5,884,049	4,272,053	4,396,213	4,498,810	6,038,459	6,084,270	77,030,201
51	RAWLINS TO WIC (RTW) (800666)	1,511,853	2,276,367	2,447,241	1,243,337	1,048,372	1,334,082	1,668,220	1,177,946	1,918,554	2,703,957	2,024,871	1,774,153	21,128,954
52	ROCKPORT (RKP) (896021)	2,429,165	3,335,864	1,423,216	1,925,233	2,010,473	1,765,994	2,848,137	3,837,792	3,628,420	3,391,557	2,577,341	2,783,854	31,957,045
53	SILVER DOME (SLD) (896080)	-	-	-	-	-	1	-	-	16	-	-	-	17
54	SITTING BULL (STB) (896084)	1,401,397	1,941,291	1,296,915	1,569,155	1,438,017	1,499,532	1,562,781	1,755,547	1,767,999	2,238,475	2,138,363	2,181,352	20,790,828
55	SWEETWATER (SWT) (800709)	-	-	12	-	-	-	-	-	-	-	-	-	12
56	TAFT (TFT) (54065)	325,991	505,822	704,993	900,709	1,195,165	980,382	613,677	407,510	434,087	399,993	382,804	308,096	7,159,230
57	THEEMILE DELIVERY (TML) (896114)	5,708,056	7,739,329	9,407,907	9,772,030	5,463,294	3,963,045	2,124,266	2,615,347	4,679,518	4,576,039	1,327,957	1,374,759	58,751,546
58	THUNDER CHIEF (TDC) (800716)	5,121,085	45	65	277	2,873,278	2,413,857	7,039,432	8,692,501	9,474,671	7,228,890	6,462,697	6,789,380	56,096,177
59	TRAPPERS LAKE (TPL) (800722)	-	-	-	-	517	-	-	-	-	61	-	307	885
60	WALCOTT JUNCTION (WAL) (47968)	20,361	19,768	594,475	237,732	268,496	242,104	54,220	89,284	202,542	102,588	83,442	69,080	1,984,091
61	WAPITI (55370)	-	-	-	-	-	-	-	-	-	-	-	-	-
62	YELLOW TAIL DELIVERY (YLT) (800829)	-	-	-	-	-	-	-	-	-	-	-	-	-
63	Total Deliveries	61,972,540	62,338,788	59,080,727	61,431,600	60,237,120	51,375,201	59,062,503	58,835,726	65,545,809	56,774,682	59,411,167	61,781,062	717,846,926
64	System Fuel:													
65	FERC Account 810 - Compressor Station Fuel ²	176,071	180,598	146,845	218,517	182,737	137,176	125,775	97,095	104,823	111,168	107,000	131,919	1,719,723
66	FERC Account 812 - Capitalized Gas	-	-	-	-	-	-	-	-	-	-	-	-	-
67	FERC Account 812 - Other Utility Operations	4,402	5,918	5,185	5,199	5,712	4,798	5,133	4,703	3,992	5,149	3,465	4,570	58,226
68	Total Fuel	180,473	186,516	152,031	223,716	188,449	141,974	130,908	101,799	108,815	116,316	110,464	136,489	1,777,949
69	Net Linepack Increase	-	57,201	23,522	28,430	112,790	-	36,151	-	-	36,845	-	-	294,939
70	Total System Deliveries	62,153,013	62,582,505	59,256,279	61,683,745	60,538,360	51,517,175	59,229,562	58,937,524	65,654,624	56,927,844	59,521,631	61,917,551	719,919,814
71	L&U Loss/(Gain) [Line 35 - Line 70]	(87,357)	(72,029)	(16,715)	(58,484)	(21,567)	(28,143)	(44,786)	(88,118)	(60,939)	(80,870)	(59,715)	(166,553)	(785,275)

Notes:

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	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Total	Dec-24 - Feb-25
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel-Related Receipts (Dth)¹															
1	Mainline	9,338,664	10,416,759	11,627,043	11,729,550	9,775,336	10,216,067	7,133,938	5,360,466	8,071,419	7,169,280	4,824,765	5,852,683	101,515,970	31,720,953
2	Medicine Bow	20,965,702	21,024,116	19,985,349	22,226,065	21,023,769	18,640,233	21,168,378	20,041,241	21,239,591	20,333,048	21,370,745	20,899,867	248,918,104	61,890,067
3	Kanda	65,000	100,113	169,729	317,160	65,850	31,237	-	456,993	286,929	393,001	332,100	312,091	2,530,203	414,247
4	Piceance	10,349,850	11,835,244	11,844,556	11,311,714	7,809,542	7,010,305	5,562,035	5,833,162	4,487,203	5,721,531	9,424,551	11,145,494	102,335,187	26,131,561
L&U-Related Receipts (Dth)															
5	Mainline	43,779,260	46,744,817	44,076,495	43,174,752	42,487,350	35,608,094	42,636,361	41,211,637	43,329,196	39,201,536	40,434,615	42,867,051	505,551,164	121,270,196
6	Medicine Bow	21,003,825	21,111,178	20,069,294	22,326,471	21,135,756	18,765,455	21,302,236	20,147,425	21,302,812	20,361,283	21,393,336	20,921,224	249,840,295	62,227,682
7	Kanda	65,000	100,113	169,729	317,160	65,850	31,237	-	456,993	286,929	393,001	332,100	312,091	2,530,203	414,247
8	Piceance - Other Pipeline	2,500	374,902	371,685	23,522	92,234	80,437	62,318	936,360	-	95,000	769,677	10,767	2,819,402	196,193

Notes:

1) Excludes transactions that do not consume fuel.

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

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

Line No.	Item	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Total	Prior Period Adj. ³	Jun-25 - Aug-25
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
1	System L&U ²	(87,357)	(72,029)	(16,715)	(58,484)	(21,567)	(28,143)	(44,786)	(88,118)	(60,939)	(80,870)	(59,715)	(166,553)	(785,275)	(388)	(307,526)
L&U Allocation																
2	Mainline	(58,973)	(49,274)	(11,389)	(38,349)	(14,367)	(18,392)	(29,835)	(57,870)	(40,673)	(52,793)	(38,369)	(111,363)	(521,646)	(258)	(202,783)
3	Medicine Bow	(28,293)	(22,254)	(5,186)	(19,832)	(7,147)	(9,693)	(14,907)	(28,291)	(19,997)	(27,420)	(20,301)	(54,351)	(257,672)	(123)	(102,195)
4	Kanda	(88)	(106)	(44)	(282)	(22)	(16)	-	(642)	(269)	(529)	(315)	(811)	(3,124)	(4)	(1,659)
5	Piceance - All	(3)	(395)	(96)	(21)	(31)	(42)	(44)	(1,315)	-	(128)	(730)	(28)	(2,833)	(3)	(889)
6	Total System L&U	(87,357)	(72,029)	(16,715)	(58,484)	(21,567)	(28,143)	(44,786)	(88,118)	(60,939)	(80,870)	(59,715)	(166,553)	(785,275)	(388)	(307,526)

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 fuel volume adjustments for May 2024 and April 2025.

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-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Total	Prior Period Adj. ³	Jun-25 - Aug-25
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
Fuel Gas Used (FERC Accounts 810 and 812, Excluding Capitalized Gas) (Dth)¹																
1	Mainline	48,075	44,471	63,765	66,036	66,726	51,009	57,588	44,602	54,874	38,226	20,105	18,108	573,585	(1)	76,439
2	Medicine Bow	59,155	61,369	35,409	54,338	44,068	32,463	35,494	33,684	35,149	51,603	58,779	60,092	561,604	(1)	170,473
3	Kanda ²	-	-	41	-	42	-	-	-	-	-	-	-	82	-	-
4	Piceance	40,146	46,185	45,830	46,439	19,993	23,236	18,804	3,113	1,696	11,786	17,602	46,202	321,033	390	75,979
5	Total	147,376	152,025	145,045	166,814	130,829	106,708	111,887	81,400	91,719	101,615	96,485	124,402	1,456,304	388	322,891

Notes:

- 1) Excludes off-system fuel directly retained.
- 2) The November 2024 and January 2025 quantities reflect other gas use in FERC Account No. 812 associated with the Kanda Lateral.
- 3) Prior period adjustments associated with fuel volume adjustments for May 2024 and April 2025.

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

Quantity (Dth)														
Line No.	Item	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-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	6,576	4,964	11,628	12,421	14,798	8,916	12,812	11,040	9,599	10,805	11,830	8,149	123,539
2	DOUGLAS COMP. STA. TOTAL FUEL	57,590	59,818	34,444	53,302	43,159	31,763	34,603	32,828	34,219	48,993	57,371	57,920	546,011
3	ECHO JUNCTION COMPRESSOR FUEL	8,005	9,611	9,061	9,661	8,799	7,939	8,229	8,736	7,614	8,469	7,948	9,627	103,698
4	HAROLD BURROW COMPRESSOR STATION	-	-	-	-	0	4,860	-	-	-	-	-	-	4,860
5	LARAMIE WIC COMPRESSOR FUEL	-	-	-	-	2	-	-	-	-	-	-	-	2
6	PICEANCE LATERAL COMPRESSOR FUEL	37,712	41,506	42,912	43,535	16,912	20,420	15,813	814	2	9,472	15,678	2,410	247,186
7	RAWLINS TO WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
8	SNAKE RIVER COMPRESSOR	-	1,103	-	-	-	-	-	-	20	9	-	41,479	42,611
9	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
10	WIC WAMSUTTER COMPRESSOR FUEL	33,090	29,106	41,814	42,696	41,445	24,950	35,296	23,279	36,274	18,718	194	246	327,109
11	WIC-CHEYENNE COMPRESSOR FUEL	-	-	-	-	-	3,061	-	-	-	-	-	-	3,061
12	Total	142,974	146,107	139,859	161,615	125,117	101,910	106,754	76,696	87,727	96,467	93,021	119,832	1,398,078
13	FERC Account 812 - Other Fuel Gas ¹	4,402	5,918	5,185	5,199	5,712	4,798	5,133	4,703	3,992	5,149	3,465	4,570	58,226

Notes:

1) Excludes off-system FL&U.

Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP26-____

Appendix F
FL&U Retention

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

Line No.	Item	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Total	Jun-25 - Aug-25
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Fuel-Current															
1	Mainline	40,151	44,855	49,985	50,410	43,503	45,240	34,501	24,661	36,422	35,711	24,099	28,864	458,402	88,674
2	Medicine Bow	56,588	56,797	53,964	57,803	54,659	48,487	55,130	52,132	55,258	75,155	79,079	77,373	722,425	231,607
3	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Piceance	54,868	62,727	62,815	41,815	28,863	25,925	27,809	29,162	22,430	30,329	49,965	59,096	495,804	139,390
5	Total Fuel-Current	151,607	164,379	166,764	150,028	127,025	119,652	117,440	105,955	114,110	141,195	153,143	165,333	1,676,631	459,671
Fuel-True-up															
6	Mainline	(40,116)	(44,760)	(50,012)	(50,410)	(42,555)	(45,240)	(23,814)	(17,042)	(25,105)	(2,832)	(1,936)	(2,316)	(346,138)	(7,084)
7	Medicine Bow	(46,175)	(46,342)	(43,984)	(57,803)	(54,659)	(48,487)	(19,116)	(18,121)	(19,215)	(20,318)	(21,408)	(21,001)	(416,629)	(62,727)
8	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Piceance	42,427	48,547	48,541	2,290	1,568	1,411	(8,352)	(8,761)	(6,726)	(578)	(968)	(1,167)	118,232	(2,713)
10	Total Fuel-True-up	(43,864)	(42,555)	(45,455)	(105,923)	(95,646)	(92,316)	(51,282)	(43,924)	(51,046)	(23,728)	(24,312)	(24,484)	(644,535)	(72,524)

[illegible]

Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP26-____

Appendix G
L&U Cash-out

**Wyoming Interstate Company, L.L.C.
Kanda System L&U Over-Collection Cash-out Worksheet**

Line No.	Month	System L&U Allocated ^{1,7}	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 2025	(529)	0	0	0	0	(529)	\$2.5218	(\$1,334)
2	July 2025	(315)	0	0	0	0	(315)	\$2.7548	(\$868)
3	August 2025	(811)	0	0	0	0	(811)	\$2.4163	(\$1,960)
4	Total	(1,655)	0	0	0	0	(1,655)		(\$4,161)

Notes:

- 1) See Appendix D, Schedule 1, line 4, columns (k) through (m).
- 2) See Appendix F, Schedule 2, line 3, columns (k) through (m).
- 3) See Appendix A, Schedule 2, line 7, column (e).
- 4) See Appendix F, Schedule 2, line 8, columns (k) through (m).
- 5) Total gain being netted with fuel. See Appendix A, Schedule 2, line 10, column (e).
- 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) These quantities do not include the May 2024 prior period adjustment amount of 2 Dth and the April 2025 prior period adjustment amount of 2 Dth included in the total at Appendix D, Schedule 1, line 4, column (o). The May 2024 prior period adjustment quantity is included in Appendix G, Schedule 7. The April 2025 prior period adjustment quantity is included in Appendix G, Schedule 3. These prior period adjustment quantities were not included here so that they could be associated with the month to which the prior period adjustment applied.

Wyoming Interstate Company, L.L.C.
Kanda System Receipts Subject to L&U by Contract - Cash-out Allocation
(Quantities (Dth) Subject to L&U)

Line No.	Service Requester and Contract Number	Jun-25	Jul-25	Aug-25	Total	Pro-Rata Cash-out Allocation
	(a)	(b)	(c)	(d)	(e)	(f)
1	KM GAS MARKETING LLC - 217958	393,001	332,100	20,008	745,109	\$2,990
2	SOUTHERN CALIFORNIA GAS COMPANY - 221495			292,083	292,083	\$1,172
3	Total	393,001	332,100	312,091	1,037,192	\$4,161

**Wyoming Interstate Company, L.L.C.
Kanda 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	March 2025	0	0	0	0	0	0	\$2.6632	\$0
2	April 2025 ⁷	(642)	0	0	0	0	(642)	\$1.9207	(\$1,233)
3	May 2025	(269)	0	0	0	0	(269)	\$2.0710	(\$557)
4	Total	(911)	0	0	0	0	(911)		(\$1,790)

Notes:

- 1) See Appendix D, Schedule 1, line 4, columns (h) through (j).
- 2) See Appendix F, Schedule 2, line 3, columns (h) through (j).
- 3) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 7, Column (e), Docket No. RP25-1040-000 (July 31, 2025); no true-up quantities were sought during this time period.
- 4) See Appendix F, Schedule 2, line 8, columns (h) through (j).
- 5) Total gain being netted with fuel. See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 10, Column (e), Docket No. RP25-1040-000 (July 31, 2025).
- 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) These quantities include the April 2025 prior period adjustment amount of 2 Dth included in the total at Appendix D, Schedule 1, line 4, column (o). This prior period adjustment quantity was included here so that it could be associated with the month to which the prior period adjustment applied.

Wyoming Interstate Company, L.L.C.
Kanda System Receipts Subject to L&U by Contract - Cash-out Allocation
(Quantities (Dth) Subject to L&U)

Line No.	Service Requester and Contract Number	Mar-25	Apr-25	May-25	Total	Pro-Rata Cash-out Allocation
	(a)	(b)	(c)	(d)	(e)	(f)
1	BP ENERGY COMPANY - 219230		6,993		6,993	\$17
2	KM GAS MARKETING LLC - 217958		450,000	286,929	736,929	\$1,773
3	Total	-	456,993	286,929	743,922	\$1,790

**Wyoming Interstate Company, L.L.C.
Kanda 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 (g)	Index Price ⁶ (h)	Cash-out Amount (i)
	(a)	(b)	(c)	(d)	(e)	(f)	[(b) - (c) + (d) - (e) - (f)]		[(g) x (h)]
1	December 2024	(282)	0	0	0	(42)	(241)	\$2.5534	(\$614)
2	January 2025	(22)	0	0	0	0	(22)	\$4.0694	(\$90)
3	February 2025	(16)	0	0	0	0	(16)	\$3.3896	(\$54)
4	Total	(320)	0	0	0	(42)	(279)		(\$758)

Notes:

- 1) See Appendix D, Schedule 1, line 4, columns (e) through (g).
- 2) See Appendix F, Schedule 2, line 3, columns (e) through (g).
- 3) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 7, Column (e), Docket No. RP25-870-000 (Apr. 30, 2025); no true-up quantities were sought during this time period.
- 4) See Appendix F, Schedule 2, line 8, columns (e) through (g).
- 5) See Quarterly Recomputation of Fuel and Lost and Unaccounted-for Percentages, Appendix A, Schedule 2, Line No. 10, Column (e), Docket No. RP25-870-000 (Apr. 30, 2025).
- 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."

Wyoming Interstate Company, L.L.C.
Kanda System Receipts Subject to L&U by Contract - Cash-out Allocation
(Quantities (Dth) Subject to L&U)

Line No.	Service Requester and Contract Number	Dec-24	Jan-25	Feb-25	Total	Pro-Rata Cash-out Allocation
	(a)	(b)	(c)	(d)	(e)	(f)
1	KM GAS MARKETING LLC - 217958		20,000		20,000	\$37
2	TENASKA MARKETING VENTURES - 200848	30,776	45,850		76,626	\$140
3	TENASKA MARKETING VENTURES - 219999	286,384		31,237	317,621	\$581
4	Total	317,160	65,850	31,237	414,247	\$758

**Wyoming Interstate Company, L.L.C.
Kanda System L&U Over-Collection Cash-out Worksheet**

Line No.	Month	System L&U Allocated ¹	Current L&U Retained	L&U Sought for True-up	True-up L&U Retained	Gain to be Netted With Fuel	Cash-out Quantities	Index Price ²	Cash-out Amount
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
							[(b) - (c) + (d) - (e) - (f)]		[(g) x (h)]
1	May 2024	(2)	0	0	0	0	(2)	\$1.2310	(\$2)
2	Total	(2)	0	0	0	0	(2)		(\$2)

Notes:

- 1) Amount reflects the May 2024 prior period adjustment quantity of 2 Dths only included in the total at Appendix D, Schedule 1, line 4, column (o). This quantity was shown separately here so that it could be associated with the month to which the prior period adjustment applied.
- 2) 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."

Wyoming Interstate Company, L.L.C.
Kanda System Receipts Subject to L&U by Contract - Cash-out Allocation
(Quantities (Dth) Subject to L&U)

Line No.	Service Requester and Contract Number	May-24	Total	Pro-Rata Cash-out Allocation
	(a)	(b)	(c)	(d)
1	BP ENERGY COMPANY - 200845	2,535	2,535	\$0
2	BP ENERGY COMPANY - 215885	10,700	10,700	\$0
3	BP ENERGY COMPANY - 219230	20,413	20,413	\$0
4	CITADEL ENERGY MARKETING LLC - 212124	444,400	444,400	\$1
5	KM GAS MARKETING LLC - 217958	100	100	\$0
6	KM GAS MARKETING LLC - 220619	467,043	467,043	\$1
7	Total	945,191	945,191	\$2