



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

January 29, 2026

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 71 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 March 1, 2026, 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 regulations<sup>1</sup> and WIC's Tariff, this filing proposes revisions to update its FL&U percentages as described in the tables below.

**Table A**

	<b>Proposed Fuel Rates (Instant Filing):</b>			<b>Change from Percentages Currently In Effect:</b>		
	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	0.63%	-0.63%	0.00%	0.05%	-0.05%	0.00%
Medicine Bow	0.39%	-0.15%	0.24%	0.04%	0.12%	0.16%
Piceance (WIC ML & Other PL)	0.37%	-0.02%	0.35%	-0.05%	0.25%	0.20%
Kanda Incremental (WIC ML and Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Proposed L&amp;U Rates (Instant Filing):</b>			<b>Change From Percentages Currently in Effect:</b>			
	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%

<sup>1</sup> 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 March 1, 2026.<sup>2</sup> WIC has forecasted the expected throughput and fuel burn for only the months these rates will be in effect. The support for the FL&U retention percentages for the Mainline System, and the Medicine Bow, Piceance and Kanda Lateral systems, as shown above, is detailed in Appendices A through F included herewith.

*Mainline System*

As noted in Table A above, the total fuel retention percentage for the Mainline System remains unchanged at 0.00%. The Projected Fuel Requirement percentage increases to 0.63% primarily due to a decrease in projected throughput volumes without a corresponding decrease in projected fuel volumes. The Fuel Requirement Adjustment decreases to negative 0.63% and reflects 102,482 Dths of over-collected L&U from the September 2025 through November 2025 data collection period<sup>3</sup> 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 increases to 0.24%. The Projected Fuel Requirement percentage increases to 0.39% primarily due to an increase in projected fuel volumes without a corresponding increase in projected throughput volumes. The Fuel Requirement Adjustment increases to negative 0.15% and reflects 51,692 Dth of over-collected L&U volumes from the September 2025 through November 2025 data collection period being included in the calculation of the Fuel Requirement Adjustment.<sup>4</sup> This results in a 0.24% total fuel retention percentage for the Medicine Bow Lateral.

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<sup>2</sup> 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 0.76% to 0.98% effective March 1, 2026. WIC is updating the Bakken Leased Capacity Incremental rate to reflect that change effective March 1, 2026. See *Wyoming Interstate Co.*, 182 FERC ¶ 62,138, at P 9 & n.10 (2023).

<sup>3</sup> 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.

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

*Piceance Lateral*

The proposed total fuel retention percentage for the Piceance Lateral is 0.35%. The Projected Fuel Requirement percentage decreases to 0.37% primarily due to a decrease in projected fuel volumes without a corresponding decrease in projected throughput volumes. The Fuel Requirement Adjustment percentage increases to negative 0.02% and reflects 2,999 Dth of over-collected L&U volumes from the September 2025 through November 2025 data collection period being included in the calculation of the Fuel Requirement Adjustment.<sup>5</sup> This Fuel Requirement Adjustment of negative 0.02% is intended to return over-collected fuel volumes and 2,999 Dth of over-collected L&U volumes from the September 2025 through November 2025 data collection period,<sup>6</sup> to Piceance Lateral shippers during the period these rates will be in effect. These percentages result in a 0.35% 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 December 2024 through November 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.

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

<sup>6</sup> See Appendix A, Schedule 1, line 10, col. (d).

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 107,412 Dth during the period of September 2025 through November 2025. As discussed earlier, 102,482 Dth of the over-collected L&U volumes is being included in the calculation of the Mainline System Fuel Requirement Adjustment.<sup>7</sup> The remaining 4,930 Dth of over-collected L&U from the September 2025 through November 2025 data collection period is being deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff.<sup>8</sup> 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 51,692 Dth for the period September 2025 through November 2025. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, 51,692 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 2,999 Dth for the period September 2025 through November 2025. As discussed above in the section on the fuel percentage for the Piceance Lateral, the gain of 2,999 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 1,084 Dth of over-collected L&U from the September 2025 through November 2025 data collection period being deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff.<sup>9</sup>

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<sup>7</sup> See Appendix A, Schedule 1, line 10, col. (b).

<sup>8</sup> See Appendix A, Schedule 2, lines 6-11, col. (b). Furthermore, in WIC's "Quarterly Recomputation of Fuel and Lost and Unaccounted-For Percentages," Appendix A, Schedule 2, Line No. 12, Column (b), Docket No. RP26-142-000 (Oct. 31, 2025), 33,161 Dth of over-collected L&U on the Mainline System was deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff. This amount is also deferred in this filing.

<sup>9</sup> See Appendix A, Schedule 2, lines 6-11, col. (e).

### **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.

### **Procedural Matters**

In accordance with the applicable provisions of Part 154 of the Commission's regulations,<sup>10</sup> WIC is submitting an eTariff XML filing package, which includes the following:

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

WIC respectfully requests the Commission accept the tendered tariff record for filing and permit it to become effective on March 1, 2026, which is not less than 30 days or more than 60 days following the date of this filing. With respect to any tariff provisions the Commission allows to go into effect without change, WIC hereby moves to place the tendered tariff provisions into effect at the end of any minimal suspension period specified by the Commission.

Correspondence and communications concerning this filing should be directed to:

Ms. Shelly L. Busby  
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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)).

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<sup>10</sup> 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 29<sup>th</sup> day of January, 2026.

/s/

Shelly L. Busby

Post Office Box 1087  
Colorado Springs, CO 80944  
(719) 520-4657

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS  
 RATES PER DTH

Particulars	Current Reimbursement	True-up	Total
<b>Mainline System</b>			
Fuel Gas Percentage (Note 3)	0.63%	-0.63%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
<b>Total FL&amp;U Percentage</b>	<b>0.63%</b>	<b>-0.63%</b>	<b>0.00%</b>
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
<b>Medicine Bow Incremental</b>			
Fuel Gas Percentage (Note 3) (Note 6)	0.39%	-0.15%	0.24%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
<b>Total FL&amp;U Percentage</b>	<b>0.39%</b>	<b>-0.15%</b>	<b>0.24%</b>
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
<b>Bakken Leased Capacity Incremental</b>			
Fuel Gas Percentage (Note 7)	n/a	n/a	0.98%
L&U Percentage (Note 7)	n/a	n/a	0.00%
<b>Total FL&amp;U Percentage</b>	<b>n/a</b>	<b>n/a</b>	<b>0.98%</b>
L&U Percentage	n/a	n/a	0.00%

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

Piceance Lateral

Fuel Gas Percentage To Transporter's Mainline System	0.37%	-0.02%	0.35%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.37%	-0.02%	0.35%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
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Fuel Gas Percentage To Other Pipelines	0.37%	-0.02%	0.35%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.37%	-0.02%	0.35%
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%
<hr/>	<hr/>	<hr/>	<hr/>
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%
<hr/>	<hr/>	<hr/>	<hr/>
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
<hr/>			
Mainline System			
Fuel Gas Percentage (Note 3)	0.5863%	-0.5863%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
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Total FL&U Percentage	0.5863%	-0.5863%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
<hr/>			
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.3539%	-0.2715%	0.0824%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
<hr/>			
Total FL&U Percentage	0.3539%	-0.2715%	0.0824%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
<hr/>			
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	0.7698%
L&U Percentage (Note 7)	n/a	n/a	0.00%
<hr/>			
Total FL&U Percentage	n/a	n/a	0.7698%
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	0.4237%	-0.2702%	0.1535%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
<hr/>	<hr/>	<hr/>	<hr/>
Total FL&U Percentage	0.4237%	-0.2702%	0.1535%
 L&U Percentage (Note 11)	0.00%	0.00%	0.00%
 Fuel Gas Percentage To Other Pipelines	0.4237%	-0.2702%	0.1535%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
<hr/>	<hr/>	<hr/>	<hr/>
Total FL&U Percentage	0.4237%	-0.2702%	0.1535%
 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%
<hr/>	<hr/>	<hr/>	<hr/>
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%
<hr/>	<hr/>	<hr/>	<hr/>
Total FL&U Percentage	0.00%	0.00%	0.00%
 L&U Percentage (Note 11)	 0.00%	 0.00%	 0.00%

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

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

**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)
<b>Current Period Retention Percentage<sup>1</sup></b>					
1	Fuel Gas Projected During Forecast Period (Mar 26 - May 26) <sup>2</sup>	88,966	276,894	62,478	-
2	Fuel-Related Receipts (Throughput)	14,111,804	71,758,803	17,051,146	-
3	Projected Fuel Requirement [line 1 / line 2]	0.63%	0.39%	0.37%	0.00%
<b>Volumetric True-up Retention Percentage</b>					
Current Deficiency/(Gain) for Sep 2025 - Nov 2025 Period					
4	Fuel Gas Consumed <sup>3,8</sup>	169,245	157,077	108,171	8
5	Fuel Gas Retained - Current <sup>4</sup>	150,152	218,012	92,514	-
6	Current Deficiency/(Gain) [line 4 - line 5]	19,093	(60,935)	15,657	8
True-up Deficiency/(Gain) for Sep 2025 - Nov 2025 Period					
7	Fuel Gas Sought for True-up <sup>5</sup>	(70,446)	(121,390)	(80,975)	-
8	Fuel Gas Retained - True-up <sup>6</sup>	(64,869)	(127,219)	(65,013)	-
9	True-up Deficiency/(Gain) [line 7 - line 8]	(5,577)	5,829	(15,962)	-
10	L&U Over-collection from Sep 2025 - Nov 2025 Period <sup>7</sup>	(102,482)	(51,692)	(2,999)	(8)
11	Net Deficiency/(Gain) to be Trued-up During Mar 2026 - May 2026 [line 6 + line 9 + line 10]	(88,966)	(106,799)	(3,304)	(0)
12	Fuel-Related Receipts (Throughput)	14,111,804	71,758,803	17,051,146	743,922
13	Fuel Requirement Adjustment [line 11 / line 12]	-0.63%	-0.15%	-0.02%	0.00%
14	Total Fuel Retention Percentage [line 3 + line 13]	0.00%	0.24%	0.35%	0.00%

## Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of March 2026 - May 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. RP25-1040-000 (July 31, 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)
<b>Current Period Retention Percentage<sup>1</sup></b>					
1	L&U Projected During Forecast Period <sup>2</sup>	(509,423)	(253,631)	(5,338)	(3,978)
2	L&U Receipts (Throughput) <sup>3</sup>	502,863,796	248,319,163	5,347,869	3,848,768
3	Projected L&U Requirement [line 1 / line 2; if less than zero, reflected zero]	0.00%	0.00%	0.00%	0.00%
<b>Volumetric True-up Retention Percentage</b>					
Current Deficiency/(Gain) for Sep 2025 - Nov 2025 Period					
4	L&U Experienced <sup>4</sup>	(107,412)	(51,692)	(2,999)	(1,092)
5	L&U Retained - Current <sup>5</sup>	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(107,412)	(51,692)	(2,999)	(1,092)
True-up Deficiency/(Gain) for Sep 2025 - Nov 2025 Period					
7	L&U Sought for True-up <sup>6</sup>	-	-	-	-
8	L&U Gas Retained - True-up <sup>7</sup>	-	-	-	-
9	L&U True-up Deficiency/(Gain) [line 7 - line 8]	-	-	-	-
10	L&U to be Netted <sup>8</sup>	(102,482)	(51,692)	(2,999)	(8)
11	L&U Deferred to a Future Filing <sup>9</sup>	(4,930)	-	-	(1,084)
12	Net Deficiency/(Gain) to be Trued-up During Mar 2026 - May 2026 [line 6 + line 9 - line 10 - line 11]	-	-	-	-
13	L&U-Related Receipts for Mar 2026 - May 2026 <sup>10</sup>	127,177,194	62,752,473	998,678	743,922
14	L&U Requirement Adjustment [line 12 / line 13]	0.00%	0.00%	0.00%	0.00%

Notes:

- The current period retention percentage is based on the L&U experienced during the 12-month period ending November 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 December 2024 through November 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. RP25-1040-000 (July 31, 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 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 March 2026 through May 2026, WIC is using receipts experienced during March 2025 through May 2025 to reasonably estimate L&U-related receipts.

**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)												
		Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	
1	ANTELOPE (AMS) (892022)	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	2,696,599	2,791,822	2,294,109	21,961,855
2	BOWIE (BOW) (800104)	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	6,969,571	6,384,146	7,319,749	59,073,687
3	BAXTER TO WIC (BTW) (800116)	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	1,447,803	1,734,651	1,871,594	30,849,962
4	BITTER CREEK (BTC) (800115)	216,613	600,339	265,264	152,052	768,157	1	948,770	1,389,920	2,056,491	2,187,519	72,212	58,630	8,715,969
5	BRONZE DOME (BZD) (896107)	-	-	-	501,877	531,911	261,514	387,358	332,538	1	35,720	382,063	483	2,432,866
6	BUCKING HORSE (BKH) (47849)	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	2,777,789	2,936,009	2,854,253	35,539,712
7	CHALK BUTTES (CBR) (50156)	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	5,367,226	5,636,743	4,788,522	64,385,283
8	CHEYENNE JUMPER TO WELD (49841)	-	-	-	-	-	-	-	-	-	-	-	-	
9	WIC/CIG SPARROW DELIVERY WELD (50528)	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	10,202,065	12,279,736	9,510,988	125,044,515
10	COTTONWOOD (CTW) (896060)	1,179,938	1,206,944	449,535	645,624	39,108	127,048	655,233	886,566	574,551	821,810	294,847	321,777	7,184,981
11	CRESTON (CRE) (896054)	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	962,289	3,587,111	2,684,607	27,361,012
12	FLYING HAWK (FLY) (800245)	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	9,563,120	13,710,105	3,833,209	113,524,291
13	GOLDEN DOME (GLD) (800273)	910,949	714,208	515,068	496,904	310,781	582,792	642,063	619,970	1,013,899	308,308	619,279	653,352	7,387,572
14	KANDA TO WIC-QUESTAR (KAW) (800336)	-	-	-	-	-	-	-	-	-	-	-	-	
15	LARAMIE-WIC (LAW) (800367)	-	-	-	-	-	-	-	-	-	-	-	-	
16	LOST CREEK WIC (LCW) (896043)	-	-	-	-	-	-	-	-	-	-	-	-	
17	MEDICINE BOW (MBW) (896031)	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	3,582,127	3,680,024	3,635,958	44,780,228
18	OVERTHRUST/WIC (OVW) (800528)	-	-	322,977	-	-	-	-	-	-	-	-	322,977	
19	RAWLINS TO WIC (RTW) (800666)	-	501	230	-	-	-	258	705	0	30	1,896	3,619	
20	RED RIM (RIM) (800633)	221,240	206,164	178,381	194,780	191,409	214,719	206,313	212,252	211,131	198,739	205,312	187,003	2,427,444
21	RIO BLANCO (RBL) (896062)	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	1,494,668	1,640,794	1,694,926	17,429,891
22	SILO PLANT (48646)	280,057	273,566	275,546	258,780	257,768	275,797	259,765	267,061	254,593	232,564	234,101	222,487	3,092,086
23	THUNDER CREEK (TCR) (896029)	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	5,238,507	5,082,113	4,744,211	71,238,700
24	TRAPPERS LAKE (TPL) (800722)	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	5,653,378	4,323,164	4,046,859	62,736,239
25	WALCOTT JUNCTION (WAL) (47968)	-	-	-	-	-	-	-	-	-	-	-	0	
26	WAMSUTTER TO WIC (WAW) (800760)	-	-	-	-	-	-	-	-	41	-	31	73	
27	WAPITI (WAP) (896017)	-	-	-	-	-	-	-	-	-	-	-	-	
28	YELLOW JACKET PASS (YJL) (896061)	3,664	535,590	613,430	1,329,698	766,854	1,178,403	105,073	803,575	48,649	316,131	2,867,461	1,237,372	9,805,899
29	Total Receipts	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	60,055,935	68,461,754	51,961,984	715,298,861
30	OFF-SYSTEM OVERTHRUST FL&U <sup>1</sup>	25,186	25,901	6,623	2,386	4,870	938	1,254	(146)	740	198	5,468	8,686	82,104
31	OFF-SYSTEM WHITE RIVER HUB FL&U <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
32	OFF-SYSTEM ROCKIES EXPRESS PIPELINE FL&U <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
33	BAKKEN LEASED CAPACITY INCREMENTAL FL&U <sup>1</sup>	31,716	31,719	28,643	16,635	15,529	16,158	13,447	14,125	11,347	11,195	10,588	11,625	212,727
34	Net Linepack Decrease	-	-	161,890	-	46,619	1,456	-	37,966	4,654	-	27,746	17,470	297,800
35	Total System Receipts	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	60,067,328	68,505,556	51,999,765	715,891,491
Deliveries (Dth)														
Line No.	Item	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Total
36	CHROME DOME (CHD) (800140)	28	51,089	40,780	6,051	1	14,840	33,703	20,503	59,556	8,069	6,761	34,943	276,323
37	BITTER CREEK (BTC) (800115)	0	0	-	0	-	512,237	29,303	4	0	-	40,430	63,776	645,751
38	BOWIE (BOW) (800104)	-	-	-	-	-	-	-	-	-	-	-	-	-
39	BUCKING HORSE (BKH) (47848)	77,480	80,360	76,989	82,844	78,384	77,405	8,127	6,163	22,495	10,588	7,012	9,759	537,607
40	CHALK BUTTES (CBB) (50472)	-	-	-	-	-	-	-	-	-	-	-	-	-
41	CURLEY (CUR) (800184)	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	5,718,811	6,654,031	3,727,473	72,063,849
42	DOVER (DOV) (800212)	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	2,684,492	3,796,187	2,124,282	36,449,642
43	DULLKNIFE (DUL) (896002)	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	17,074,965	16,108,888	16,568,625	190,213,028
44	FLYING HAWK (FLY) (800245)	-	-	19	-	-	-	-	-	-	-	-	19	-
45	HAPPY JACK (49167)	161	53	356	844	1,041	1,610	2,092	2,231	10,345	461	1,257	295	20,745
46	LITTLE WOLF (LW) (896018)	-	-	-	-	-	-	-	-	-	-	-	-	-
47	LONE TREE DELIVERY WELD (54876)	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	3,114,011	2,880,760	911,046	31,554,983
48	OTTO ROAD (49168)	60,974	624,355	528,355	591,197	565,593	603,059	546,746	571,259	527,544	547,935	577,201	483,088	6,805,304
49	OVERTHRUST/WIC (OVW) (800528)	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	7,908,149	11,395,942	8,173,736	96,811,541
50	OWL CREEK (OWL) (896026)	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	4,443,237	4,303,550	6,312,537	75,110,803
51	RAWLINS TO WIC (RTW) (800666)	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	2,683,631	1,783,362	789,523	20,150,009
52	ROCKPORT (RKP) (896021)	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	1,863,974	2,716,051	2,858,499	32,207,324
53	SILVER DOME (SLD) (896080)	-	-	1	-	-	16	-	-	-	-	-	17	-
54	SITTING BULL (STB) (896084)	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	2,287,244	1,963,848	1,237,304	21,639,620
55	SWEETWATER (SWT) (800709)	-	-	-	-	-	-	-	-	-	-	-	-	-
56	TAFT (TFT) (54065)	900,709	1,195,165	980,382	613,677	407,510	434,087	399,993	382,804	308,096	325,794	558,165	589,048	7,095,430
57	THREEMILE DELIVERY (TML) (896114)	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	3,026,025	7,435,680	3,442,478	49,800,437
58	THUNDER CHIEF (TDC) (800716)	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	8,197,515	7,894,198	4,503,162	71,569,858
59	TRAPPERS LAKE (TPL) (800722)	-	517	-	-	-	-	61	-	307	784	39	-	1,708
60	WALCOTT JUNCTION (WAL) (47968)	237,732	268,496	242,104	54,220	89,284	202,542	102,588	83,442	69,080	96,754	198,951	69,825	1,715,017
61	WAPITI (55370)	-	-	-	-	-	-	-	-	-	-	-	-	-
62	YELLOW TAIL DELIVERY (YLT) (800829)	-	-	-</										

**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	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Total	Mar-25 - May-25
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
<b>Fuel-Related Receipts (Dth)<sup>1</sup></b>															
1	Mainline	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	6,099,718	10,123,921	6,834,555	93,191,698	20,565,823
2	Medicine Bow	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	20,787,112	20,484,192	19,269,811	247,484,052	62,449,210
3	Kanda	317,160	65,850	31,237	-	456,993	286,929	393,001	332,100	312,091	70,752	962,897	619,758	3,848,768	743,922
4	Piceance	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	8,620,977	9,148,606	7,268,981	93,344,101	15,882,400
<b>L&amp;U-Related Receipts (Dth)</b>															
5	Mainline	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	42,459,790	49,462,676	39,990,738	502,863,796	127,177,194
6	Medicine Bow	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	20,809,283	20,532,528	19,321,354	248,319,163	62,752,473
7	Kanda	317,160	65,850	31,237	-	456,993	286,929	393,001	332,100	312,091	70,752	962,897	619,758	3,848,768	743,922
8	Piceance - Other Pipeline	23,522	92,234	80,437	62,318	936,360	-	95,000	769,677	10,767	1,166,824	946,578	1,164,152	5,347,869	998,678

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 <sup>1</sup>

Line No.	Item	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Total	Prior Period Adj. <sup>3</sup>	Sep-25 - Nov- 25
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	
1	System L&U <sup>2</sup>	(58,484)	(21,567)	(28,143)	(44,786)	(88,118)	(60,939)	(80,870)	(59,715)	(165,594)	(66,692)	(10,809)	(86,653)	(772,370)	959	(163,195)
<b>L&amp;U Allocation</b>																
2	Mainline	(38,349)	(14,367)	(18,392)	(29,835)	(57,870)	(40,673)	(52,793)	(38,369)	(110,722)	(43,899)	(7,435)	(56,719)	(509,423)	641	(107,412)
3	Medicine Bow	(19,832)	(7,147)	(9,693)	(14,907)	(28,291)	(19,997)	(27,420)	(20,301)	(54,038)	(21,514)	(3,087)	(27,404)	(253,631)	313	(51,692)
4	Kanda	(282)	(22)	(16)	-	(642)	(269)	(529)	(315)	(806)	(73)	(145)	(879)	(3,978)	5	(1,092)
5	Piceance - All	(21)	(31)	(42)	(44)	(1,315)	-	(128)	(730)	(28)	(1,206)	(142)	(1,651)	(5,338)	-	(2,999)
6	Total System L&U	(58,484)	(21,567)	(28,143)	(44,786)	(88,118)	(60,939)	(80,870)	(59,715)	(165,594)	(66,692)	(10,809)	(86,653)	(772,370)	959	(163,195)

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 August 2025.

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

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

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

Line No.	Item	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Total	Prior Period Adj. <sup>3</sup>	Sep-25 - Nov-25	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	
<b>Fuel Gas Used (FERC Accounts 810 and 812, Excluding Capitalized Gas) (Dth)<sup>1</sup></b>																	
1	Mainline	66,036	66,726	51,009	57,588	44,602	54,874	38,226	20,105	18,109	20,001	76,378	72,865	586,519	1	169,245	
2	Medicine Bow	54,338	44,068	32,463	35,494	33,684	35,149	51,603	58,779	59,131	49,136	63,543	45,360	562,747	(961)	157,077	
3	Kanda <sup>2</sup>	-	42	-	-	-	-	-	-	-	-	-	4	4	49	-	8
4	Piceance	46,439	19,993	23,236	18,804	3,113	1,696	11,786	17,602	46,204	24,264	35,425	48,481	297,043	1	108,171	
5	<b>Total</b>	<b>166,814</b>	<b>130,829</b>	<b>106,708</b>	<b>111,887</b>	<b>81,400</b>	<b>91,719</b>	<b>101,615</b>	<b>96,485</b>	<b>123,443</b>	<b>93,401</b>	<b>175,349</b>	<b>166,709</b>	<b>1,446,359</b>	<b>(959)</b>	<b>434,500</b>	

Notes:

1) Excludes off-system fuel directly retained.

2) The January 2025, October 2025, and November 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 August 2025.

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

Line No.	Item	Quantity (Dth)												
		Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Total
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
<b>FERC Account 810 Compressor Station Fuel Gas Consumption</b>														
1	BAXTER ENGINE FUEL GAS	12,421	14,798	8,916	12,812	11,040	9,599	10,805	11,830	8,149	5,446	6,832	7,357	120,005
2	DOUGLAS COMP. STA. TOTAL FUEL	53,302	43,159	31,763	34,603	32,828	34,219	48,993	57,371	57,920	47,950	62,133	44,430	548,672
3	ECHO JUNCTION COMPRESSOR FUEL	9,661	8,799	7,939	8,229	8,736	7,614	8,469	7,948	9,627	7,823	9,482	9,873	104,200
4	HAROLD BURROW COMPRESSOR STATION	-	0	4,860	-	-	-	-	-	-	-	-	-	4,860
5	LARAMIE WIC COMPRESSOR FUEL	-	2	-	-	-	-	-	-	-	-	-	-	2
6	PICEANCE LATERAL COMPRESSOR FUEL	43,535	16,912	20,420	15,813	814	2	9,472	15,678	2,410	8,094	18,682	1,518	153,350
7	RAWLINS TO WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
8	SNAKE RIVER COMPRESSOR	-	-	-	-	-	20	9	-	41,479	13,941	13,894	44,177	113,520
9	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
10	WIC WAMSUTTER COMPRESSOR FUEL	42,696	41,445	24,950	35,296	23,279	36,274	18,718	194	246	6,579	59,410	54,660	343,748
11	WIC-CHEYENNE COMPRESSOR FUEL	-	-	3,061	-	-	-	-	-	-	-	-	-	3,061
12	Total	161,615	125,117	101,910	106,754	76,696	87,727	96,467	93,021	119,832	89,834	170,432	162,014	1,391,419
13	FERC Account 812 - Other Fuel Gas <sup>1</sup>	5,199	5,712	4,798	5,133	4,703	3,992	5,149	3,465	3,611	3,567	4,917	4,695	54,941

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-25 - Nov-25	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(n)	(o)
<b>Fuel-Current</b>															
1	Mainline	50,410	43,503	45,240	34,501	24,661	36,422	35,711	24,099	28,864	39,640	65,939	44,573	473,563	150,152
2	Medicine Bow	57,803	54,659	48,487	55,130	52,132	55,258	75,155	79,079	77,373	74,865	73,760	69,387	773,088	218,012
3	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Piceance	41,815	28,863	25,925	27,809	29,162	22,430	30,329	49,965	59,096	31,876	33,817	26,821	407,908	92,514
5	Total Fuel-Current	150,028	127,025	119,652	117,440	105,955	114,110	141,195	153,143	165,333	146,381	173,516	140,781	1,654,559	460,678
<b>Fuel-True-up</b>															
6	Mainline	(50,410)	(42,555)	(45,240)	(23,814)	(17,042)	(25,105)	(2,832)	(1,936)	(2,316)	(17,124)	(28,460)	(19,285)	(276,119)	(64,869)
7	Medicine Bow	(57,803)	(54,659)	(48,487)	(19,116)	(18,121)	(19,215)	(20,318)	(21,408)	(21,001)	(43,667)	(43,048)	(40,504)	(407,347)	(127,219)
8	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Piceance	2,290	1,568	1,411	(8,352)	(8,761)	(6,726)	(578)	(968)	(1,167)	(22,399)	(23,754)	(18,860)	(86,296)	(65,013)
10	Total Fuel-True-up	(105,923)	(95,646)	(92,316)	(51,282)	(43,924)	(51,046)	(23,728)	(24,312)	(24,484)	(83,190)	(95,262)	(78,649)	(769,762)	(257,101)

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