

October 30, 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. RP27-

Commissioners:

Wyoming Interstate Company, L.L.C. ("WIC") tenders for filing and acceptance by the Federal Energy Regulatory Commission ("Commission") Version 75 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, 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.

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Description of Filing

Submitted pursuant to Subpart C of Part 154 of the Commission's regulations[1] 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	0.48%	-0.48%	0.00%	-0.03%	0.03%	0.00%
Medicine Bow	0.36%	-0.33%	0.03%	0.04%	-0.01%	0.03%
Piceance (WIC ML & Other PL)	0.29%	-0.20%	0.09%	-0.00%	0.07%	0.07%
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, 2026.[2] WIC has forecasted the expected throughput and fuel burn for only the months these rates will be in effect. The support for the FL&U retention percentages for the Mainline System, and the Medicine Bow, Piceance and Kanda Lateral systems, as shown above, is detailed in Appendices A through F included herewith.

Mainline System

As noted in Table A above, the total fuel retention percentage for the Mainline System remains unchanged at 0.00%. The Projected Fuel Requirement percentage decreases to 0.48% primarily due to a decrease in projected fuel volumes. The Fuel Requirement Adjustment increases to negative 0.48% and reflects 144,175 Dth of collected L&U from the June 2026 through August 2026 data collection period[3] 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 0.03%. The Projected Fuel Requirement percentage increases to 0.35% due to an increase in projected fuel volumes without a corresponding increase in projected throughput volumes. The Fuel Requirement Adjustment decreases to negative 0.33% and includes 87,333 Dth of over-collected L&U volumes from the June 2026 through August 2026 data collection period in the calculation of the Fuel Requirement Adjustment.[4] This results in a 0.03% total fuel retention percentage for the Medicine Bow Lateral.

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[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 for the Bakken Leased Capacity from 1.20% to 0.68% effective December 1, 2026. WIC is updating the Bakken Leased Capacity Incremental rate to reflect that change effective December 1, 2026. *See Wyoming Interstate Co.*, 182 FERC ¶ 62,138, at P 9 & n.10 (2023). WIC also has been informed that Fort Union Gas Gathering, L.L.C. will be decreasing the in-kind percentage of gas it retains for fuel gas for the Bakken xPress Leased Capacity from 1.20% to 0.68% effective December 1, 2026. WIC is updating the Bakken xPress Leased Capacity Incremental rate with this percentage effective December 1, 2026. *See Wyoming Interstate Co.,* 189 FERC ¶ 61,047, at P 37 n.44 (2024).

[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).

Piceance Lateral

The proposed total fuel retention percentage for the Piceance Lateral increases to 0.09%. The Projected Fuel Requirement percentage remains unchanged at 0.29%. The Fuel Requirement Adjustment percentage increases to negative 0.20% and includes 5,491 Dth of over-collected L&U volumes from the June 2026 through August 2026 data collection period in the calculation of the Fuel Requirement Adjustment.[5] These percentages result in a 0.09% 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 2025 through August 2026. 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 quantities that would reduce the L&U percentage to be less than 0 to be excluded from the calculation. 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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[5] 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 174,900 Dth during the period of June 2026 through August 2026. As discussed earlier, 144,175 Dth of the over-collected L&U volumes are included in the calculation of the Mainline System Fuel Requirement Adjustment.[6] The remaining 30,725 Dth of over-collected L&U from the June 2026 through August 2026 data collection period being deferred to a future filing pursuant to GT&C Section 13.3 of WIC's Tariff.[7] Accordingly, the total proposed L&U reimbursement percentage is 0.00% for the Mainline System.

As shown on Appendix A, Schedule 2, line 4, column (c), the Medicine Bow Lateral experienced a gain of L&U of 87,333 Dth for the period June 2026 through August 2026. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, 87,333 Dth of the over-collected L&U volumes is included in the calculation of the Fuel Requirement Adjustment[8] and results in a total proposed L&U reimbursement percentage of 0.00% for the Medicine Bow Lateral.

As shown on Appendix A, Schedule 2, line 4, column (d), the Piceance-Other Pipeline experienced a gain of L&U of 5,491 Dth for the period June 2026 through August 2026. As discussed above in the section on the fuel percentage for the Piceance Lateral, 5,491 Dth of over-collected L&U volumes is included in the calculation of the Fuel Requirement Adjustment[9] 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 2,838 Dth of over-collected L&U from the June 2026 through August 2026 data collection period[10] being deferred to a future filing pursuant to GT&C Section 13.3 of WIC's tariff.[11]

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[6] See Appendix A, Schedule 1, line 10, col. (b).
[7] See Appendix A, Schedule 2, lines 4-11, col. (b).
[8] See Appendix A, Schedule 1, line 10, col. (c).
[9] See Appendix A, Schedule 1, line 10, col. (d).
[10] For the Kanda Lateral, the Fuel Requirement Adjustment includes 28 Dth of over-collected L&U volumes. See Appendix A, Schedule 1, line 10, col. (e).
[11] See Appendix A, Schedule 2, lines 4-11, 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,[12] 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 December 1, 2026, which is not less than 30 days or more than 60 days prior to the proposed effective date. With respect to any tariff provisions the Commission allows to go into effect without change, WIC hereby moves to place the tendered tariff provisions in to 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)).

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[12] 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 30th day of October, 2026.

/s/

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Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP27-___

Appendix Table of Contents

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

Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP27-___

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 26 - Feb 27) [2]	90,473	205,363	51,919	-
2	Fuel-Related Receipts (Throughput)	18,878,369	57,330,609	18,159,438	-
3	Projected Fuel Requirement [line 1 / line 2]	0.48%	0.36%	0.29%	0.00%
	Volumetric True-up Retention Percentage				
	Current Deficiency/(Gain) for Jun 2026 - Aug 2026 Period				
4	Fuel Gas Consumed [3, 8]	193,856	157,585	37,017	28
5	Fuel Gas Retained - Current [4]	227,651	238,021	66,439	-
6	Current Deficiency/(Gain) [line 4 - line 5]	(33,795)	(80,436)	(29,422)	28
	True-up Deficiency/(Gain) for Jun 2026 - Aug 2026 Period				
7	Fuel Gas Sought for True-up [5]	(140,154)	(188,853)	(68,146)	-
8	Fuel Gas Retained - True-up [6]	(227,651)	(165,006)	(66,439)	-
9	True-up Deficiency/(Gain) [line 7 - line 8]	87,497	(23,847)	(1,707)	-
10	L&U Over-collection from Jun 2026 - Aug 2026 Period [7]	(144,175)	(87,333)	(5,491)	(28)
11	Net Deficiency/(Gain) to be Trued-up During Dec 2026 - Feb 2027 [line 6 + line 9 + line 10]	(90,473)	(191,616)	(36,620)	(0)
13	Fuel-Related Receipts (Throughput)	18,878,369	57,330,609	18,159,438	2,198,925
14	Fuel Requirement Adjustment [line 12 / line 13]	-0.48%	-0.33%	-0.20%	0.00%
15	Total Fuel Retention Percentage [line 3 + line 14]	0.00%	0.03%	0.09%	0.00%

Notes:
1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of December 2026 - February 2027 divided by forecasted receipts expected during the same period.
2) Excludes quantities associated with off-system capacity and the leased capacity incremental rates including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U and the 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. 14, Docket No. RP26-810-000 (Apr. 30, 2026).
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 Percentage[1]				
1	L&U Projected During Forecast Period [2]	(773,831)	(354,368)	(23,350)	(11,924)
2	L&U Receipts (Throughput) [3]	508,135,000	232,754,784	14,128,785	7,727,308
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 2026 - Aug 2026 Period				
4	L&U Experienced [4]	(174,900)	(87,333)	(5,491)	(2,866)
5	L&U Retained - Current [5]	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(174,900)	(87,333)	(5,491)	(2,866)
	True-up Deficiency/(Gain) for Jun 2026 - Aug 2026 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]	(144,175)	(87,333)	(5,491)	(28)
11	L&U Deferred to a Future Filing	(30,725)	-	-	(2,838)
12	Net Deficiency/(Gain) to be Trued-up During Dec 2026 - Feb 2027 [line 6 + line 9 - line 10 - line 11]	-	-	-	-
13	L&U-Related Receipts for Dec 2026 - Feb 2027[9]	122,974,828	58,397,908	3,036,907	2,198,925
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 Aug 2026 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 leased capacity incremental rates including the FL&U from MountainWest Overthrust Pipeline, LLC. Off-system FL&U and the leased capacity incremental rates are directly assessed to all shippers responsible for the charges.
3) L&U receipts are forecasted for the current period based on historical data from September 2025 through August 2026. 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. RP26-810-000 (Apr. 30, 2026).
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) 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 2026 through February 2027, WIC is using receipts experienced during December 2025 through February 2026 to reasonably estimate L&U-related receipts.

Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP27-___

Appendix B
Physical Gas Balance

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

Receipts (Dth)

Line No.	Item	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Total
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
1	ANTELOPE (AMS) (892022)	2,696,599	2,791,822	2,294,109	2,327,825	2,224,296	1,952,521	2,088,992	1,852,250	2,025,196	2,343,139	2,341,586	2,739,435	27,677,768
2	BOWIE (BOW) (800104)	6,969,571	6,384,146	7,319,749	3,012,510	966,047	2,272,276	2,247,206	7,914,912	6,438,345	4,890,919	2,219,018	8,324,771	58,959,470
3	BAXTER TO WIC (BTW) (800116)	1,447,803	1,734,651	1,871,594	1,993,803	4,265,300	3,580,111	3,557,697	2,702,413	2,273,760	2,400,949	2,416,581	650,812	28,895,475
4	BITTER CREEK (BTC) (800115)	2,187,519	72,212	58,630	231,108	75,295	28,246	34,087	17,582	1,215	231,079	69,600	8,077	3,014,650
5	BRONZE DOME (BZD) (896107)	35,720	382,063	483	-	468,411	424,462	465,176	191,544	1	658	476,664	674,640	3,119,821
6	BUCKING HORSE (BKH) (47849)	2,777,789	2,936,009	2,854,253	2,955,282	2,897,248	2,936,984	3,253,255	3,436,874	3,578,375	3,897,275	3,771,050	3,753,601	39,047,996
7	CHALK BUTTES (CBR) (50156)	5,367,226	5,636,743	4,788,522	5,615,203	5,262,205	5,094,936	5,277,347	5,051,845	4,882,379	3,856,785	5,164,380	4,808,908	60,806,479
8	CHEYENNE JUMPER TO WELD (49841)	-	-	-	-	-	-	-	-	-	-	-	-	-
9	WIC/CIG SPARROW DELIVERY WELD (50528)	10,202,065	12,279,736	9,510,988	12,930,552	13,639,609	9,268,907	13,404,652	10,743,674	9,696,701	11,151,991	14,495,156	10,449,536	137,773,565
10	COTTONWOOD (CTW) (896060)	821,810	294,847	321,777	465,992	701,825	549,111	330,320	12,207	2	217,442	485,341	475,352	4,676,027
11	CRESTON (CRE) (896054)	962,289	3,587,111	2,684,607	3,155,428	2,960,155	2,870,590	2,885,424	1,019,043	1,470,260	1,762,380	2,294,536	3,308,723	28,960,545
12	FLYING HAWK (FLY) (800245)	9,563,120	13,710,105	3,833,209	9,572,020	5,338,371	7,655,421	7,054,741	15,169,637	14,942,182	9,531,259	9,256,616	3,829,479	109,456,160
13	GOLDEN DOME (GLD) (800273)	308,308	619,279	653,352	743,383	589,707	857,800	1,077,207	513,306	907,502	253,837	620,944	663,294	7,807,917
14	KANDA TO WIC-QUESTAR (KAW) (800336)	-	-	-	-	-	-	-	-	-	-	-	-	-
15	LARAMIE-WIC (LAW) (800367)	-	-	-	-	-	-	-	-	-	-	-	-	-
16	LOST CREEK WIC (LCW) (896043)	-	-	-	-	-	-	-	-	-	-	-	-	-
17	MEDICINE BOW (MBW) (896031)	3,582,127	3,680,024	3,635,958	3,905,263	4,028,453	3,388,829	1,814,350	1,125,879	1,332,764	2,467,571	1,320,665	-	30,281,884
18	MEDICINE BOW LATERAL (58296)	-	-	-	-	-	-	-	-	-	-	2,006,790	4,021,120	6,027,911
19	OVERTHRUST/ WIC (OVW) (800528)	-	-	-	-	-	-	-	-	-	-	-	-	-
20	RAWLINS TO WIC (RTW) (800666)	0	30	1,896	832	1,049	0	-	0	1	266	0	19	4,093
21	RED RIM (RIM) (800633)	198,739	205,312	187,003	179,650	171,281	149,456	160,807	151,555	132,313	128,137	118,226	107,170	1,889,647
22	RIO BLANCO (RBL) (896062)	1,494,668	1,640,794	1,694,926	1,483,960	1,528,632	1,445,620	1,573,809	1,959,769	1,971,456	1,385,184	1,701,644	1,909,449	19,789,911
23	SILO PLANT (48646)	232,564	234,101	222,487	234,502	227,037	216,683	268,327	212,794	229,368	230,086	238,294	243,178	2,789,422
24	THUNDER CREEK (TCR) (896029)	5,238,507	5,082,113	4,744,211	4,622,105	4,480,219	4,382,479	4,802,186	4,865,533	5,803,453	5,718,831	5,958,996	5,297,310	60,995,944
25	TRAPPERS LAKE (TPL) (800722)	5,653,378	4,323,164	4,046,859	3,315,867	1,623,563	2,145,384	3,130,374	1,262,854	1,923,587	1,629,127	4,542,622	5,592,472	39,189,249
26	WALCOTT JUNCTION (WAL) (47968)	-	-	-	-	-	-	-	-	-	-	-	-	-
27	WAMSUTTER TO WIC (WAW) (800760)	-	31	-	-	-	-	-	-	-	-	18	-	49
28	WAPITI (WAP) (896017)	-	-	-	-	-	-	-	-	-	-	-	-	-
29	YELLOW JACKET PASS (YLJ) (896061)	316,131	2,867,461	1,237,372	500,992	1,062,403	1,251,941	2,826,108	2,266,041	2,502,158	738,280	827,095	58,913	16,454,894
30	Total Receipts	60,055,935	68,461,754	51,961,984	57,246,277	52,511,106	50,471,757	56,252,062	60,469,710	60,111,017	52,835,195	60,325,821	56,916,260	687,618,879
31	OFF-SYSTEM OVERTHRUST FL&U [1]	198	5,468	8,686	15,955	8,207	1,491	1,660	2,463	4,696	3,191	5,573	(1,879)	55,709
32	OFF-SYSTEM WHITE RIVER HUB FL&U [1]	-	-	-	-	-	-	-	-	-	-	-	-	-
33	OFF-SYSTEM ROCKIES EXPRESS PIPELINE FL&U [1]	-	-	-	-	-	-	-	-	-	-	-	-	-
34	BAKKEN LEASED CAPACITY INCREMENTAL FL&U [1]	11,195	10,588	11,625	21,213	20,872	18,301	7,561	1,868	2,756	12,832	19,437	19,535	157,783
35	Net Linepack Decrease	-	27,746	17,470	-	51,258	-	30,407	78,054	-	-	75,956	36,988	317,879
36	Total System Receipts	60,067,328	68,505,556	51,999,765	57,283,445	52,591,442	50,491,549	56,291,691	60,552,095	60,118,469	52,851,218	60,426,787	56,970,904	688,150,250

Deliveries (Dth)

Line No.	Item	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Total
37	CHROME DOME (CHD) (800140)	8,069	6,761	34,943	32,486	174	-	-	-	1,951	-	199,334	95,865	379,581
38	BITTER CREEK (BTC) (800115)	-	40,430	63,776	128,869	0	-	0	236,857	287,213	26,845	631,848	1	1,415,840
39	BOWIE (BOW) (800104)	-	-	-	-	1	376	-	-	-	-	-	-	376
40	BUCKING HORSE (BKD) (47848)	10,588	7,012	9,759	11,060	12,076	70,090	22,287	45,679	61,517	51,448	78,835	32,729	413,080
41	CHALK BUTTES (CBB) (50472)	-	-	-	-	-	-	-	-	0	-	-	-	0
42	CURLEY (CUR) (800184)	5,718,811	6,654,031	3,727,473	6,165,509	7,586,675	5,328,402	7,972,813	7,825,340	7,730,303	7,202,455	6,619,920	3,070,947	75,602,679
43	DOVER (DOV) (800212)	2,684,492	3,796,187	2,124,282	1,534,743	1,843,588	998,671	1,220,166	7,679,414	5,713,535	3,802,285	3,721,464	1,056,075	36,174,904
44	DULLKNIFE (DUL) (896002)	17,074,965	16,108,888	16,568,625	15,062,994	13,312,063	15,745,848	16,212,960	15,006,665	16,895,510	16,008,397	12,829,234	11,453,468	182,279,617
45	FLYING HAWK (FLY) (800245)	-	-	-	-	1	-	0	-	-	302,009	-	-	302,010
46	HAPPY JACK (49167)	461	1,257	295	1,408	1,202	3,796	1,080	925	1,369	608	2,112	4,624	19,137
47	LITTLE WOLF (LTW) (896018)	-	-	-	-	-	-	-	-	-	-	-	-	-
48	LONE TREE DELIVERY WELD (54876)	3,114,011	2,880,760	911,046	3,206,475	3,662,558	3,504,652	3,242,951	3,250,489	2,542,652	1,879,150	2,073,171	354,361	30,622,276
49	OTTO ROAD (49168)	547,935	577,201	483,088	585,066	593,146	535,050	585,301	564,222	579,380	552,037	567,969	501,388	6,671,782
50	OVERTHRUST/ WIC (OVW) (800528)	7,908,149	11,395,942	8,173,736	7,373,106	3,591,480	5,162,035	5,713,660	6,953,797	6,185,111	4,974,556	9,363,675	13,792,225	90,587,472
51	OWL CREEK (OWL) (896026)	4,443,237	4,303,550	6,312,537	7,181,136	6,726,485	5,354,468	4,702,708	2,389,722	2,567,376	2,798,055	4,675,746	6,528,586	57,983,607
52	RAWLINS TO WIC (RTW) (800666)	2,683,631	1,783,362	789,523	181,857	758,994	970,210	1,625,801	1,242,139	1,739,162	1,339,482	1,332,663	1,920,992	16,367,816
53	ROCKPORT (RKP) (896021)	1,863,974	2,716,051	2,858,499	2,501,538	2,665,903	3,279,785	3,545,108	3,416,200	3,817,539	3,065,603	3,240,867	2,099,869	35,070,936
54	SILVER DOME (SLD) (896080)	-	-	-	-	-	-	-	-	-	-	-	-	-
55	SITTING BULL (STB) (896084)	2,287,244	1,963,848	1,237,304	1,530,003	1,358,868	1,146,666	1,172,289	1,131,624	1,026,583	1,246,058	1,103,255	25	15,203,766
56	SWEETWATER (SWT) (800709)	-	-	-	-	-	-	-	-	-	-	-	-	-
57	TAFT (TFT) (54065)	325,794	558,165	589,048	804,072	967,516	765,580	438,934	365,484	338,163	376,034	174,002	338,809	6,041,601
58	THREEMILE DELIVERY (TML) (896114)	3,026,025	7,435,680	3,442,478	3,009,305	585,782	1,154,558	463,387	2,347,555	1,892,526	1,808,605	6,702,135	9,728,939	41,596,973
59	THUNDER CHIEF (TDC) (800716)	8,197,515	7,894,198	4,503,162	7,734,683	8,829,979	6,437,164	9,401,306	8,145,289	8,388,232	7,196,179	6,724,297	5,617,170	89,069,175
60	TRAPPERS LAKE (TPL) (800722)	784	39	-	-	19	-	-	-	-	-	-	-	842
61	WALCOTT JUNCTION (WAL) (47968)	96,754	198,951	69,825	122,099	29,533	27,697	19,189	8,603	295,989	214,646	311,723	233,684	1,628,692
62	WAPITI (55370)	-	-	-	-	-	-	-	-	-	-	-	-	-
63	YELLOW TAIL DELIVERY (YLT) (800829)	-	-	-	-	-	-	-	-	-	-	-	-	-
64	Total Deliveries	59,992,441	68,322,313	51,899,398	57,166,410	52,526,041	50,485,047	56,339,940	60,610,006	60,064,111	52,844,452	60,352,248	56,829,756	687,432,162
65	System Fuel:													
66	FERC Account 810 - Compressor Station Fuel [2]	101,227	186,488	182,325	133,442	107,687	104,947	99,132	93,449	102,841	95,435	159,399	178,944	1,545,316
67	FERC Account 812 - Capitalized Gas	2,945	2,647	-	-	-	-	-	-	-	-	-	-	5,592
68	FERC Account 812 - Other Utility Operations	3,567	4,917	4,695	4,202	5,079	3,765	4,396	2,917	4,300	6,512	4,175	2,710	51,234
69	Total Fuel	107,739	194,052	187,020	137,644	112,766	108,711	103,528	96,367	107,140	101,947	163,574	181,654	1,602,143
70	Net Linepack Increase	33,841	-	-	97,682	-	14,330	-	-	87,696	45,868	-	-	279,418
71	**Total System Deliveries**	**60,134,020**	**68,516,365**	**52,086,418**	**57,401,736**	**52,638,808**	**50,608,088**	**56,443,468**	**60,706,372**	**60,258,948**	**52,992,267**	**60,515,822**	**57,011,410**	**689,313,723**
72	**L&U Loss/(Gain) [Line 36 - Line 71]**	**(66,692)**	**(10,809)**	**(86,653)**	**(118,291)**	**(47,365)**	**(116,539)**	**(151,778)**	**(154,277)**	**(140,478)**	**(141,049)**	**(89,034)**	**(40,507)**	**(1,163,473)**

Notes:
1) FL&U associated with off-system capacity and the leased capacity incremental rates. Because FL&U is not recovered in WIC's fuel retention rate, an off-setting receipt is shown here. No quantities for FL&U associated with the Bakken xPress Leased Capacity were retained during the time period shown on this schedule.
2) Includes FL&U associated with off-system capacity and the leased capacity incremental rates.

Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP27-___

Appendix C
Throughput

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

Line No.	Item	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Total	Dec-25 - Feb-26
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
	Fuel-Related Receipts (Dth)[1]														
1	Mainline	6,099,718	10,123,921	6,834,555	6,148,662	7,441,349	6,860,678	7,931,105	5,354,519	5,267,350	4,591,443	9,367,761	12,703,005	88,724,066	20,450,689
2	Medicine Bow	20,787,112	20,484,192	19,269,811	20,088,415	19,656,373	18,339,586	17,713,767	16,735,799	17,721,653	18,671,795	21,044,859	21,320,219	231,833,581	58,084,374
3	Kanda	70,752	962,897	619,758	745,655	604,697	848,573	804,534	514,764	528,819	542,980	858,631	625,248	7,727,308	2,198,925
4	Piceance	8,620,977	9,148,606	7,268,981	6,715,776	4,636,257	5,991,653	8,233,777	7,283,140	7,752,718	5,373,950	9,672,652	10,645,446	91,343,933	17,343,686
	L&U-Related Receipts (Dth)														
5	Mainline	42,459,790	49,462,676	39,990,738	42,859,258	39,862,730	40,252,840	42,565,419	40,827,234	41,750,500	35,943,135	42,456,696	49,703,984	508,135,000	122,974,828
6	Medicine Bow	20,809,283	20,532,528	19,321,354	20,235,061	19,747,618	18,415,229	17,766,701	16,814,394	17,838,558	18,764,848	21,092,539	21,416,671	232,754,784	58,397,908
7	Kanda	70,752	962,897	619,758	745,655	604,697	848,573	804,534	514,764	528,819	542,980	858,631	625,248	7,727,308	2,198,925
8	Piceance - Other Pipeline	1,166,824	946,578	1,164,152	1,215,263	1,005,562	816,082	939,573	1,648,854	1,646,825	1,156,185	1,578,156	844,731	14,128,785	3,036,907

Notes:
1) Excludes transactions that do not consume fuel.

Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP27-___

Appendix D
L&U Allocation

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

Line No.	Item	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Total	Jun-26 - Aug-26
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
1	System L&U [2]	(66,692)	(10,809)	(86,653)	(118,291)	(47,365)	(116,539)	(151,778)	(154,277)	(140,478)	(141,049)	(89,034)	(40,507)	(1,163,473)	(270,590)
	L&U Allocation														
2	Mainline	(43,899)	(7,435)	(56,719)	(77,931)	(30,841)	(77,753)	(104,074)	(105,321)	(94,957)	(89,878)	(57,286)	(27,736)	(773,831)	(174,900)
3	Medicine Bow	(21,514)	(3,087)	(27,404)	(36,794)	(15,278)	(35,571)	(43,440)	(43,375)	(40,572)	(46,922)	(28,460)	(11,951)	(354,368)	(87,333)
4	Kanda	(73)	(145)	(879)	(1,356)	(468)	(1,639)	(1,967)	(1,328)	(1,203)	(1,358)	(1,159)	(349)	(11,924)	(2,866)
5	Piceance - All	(1,206)	(142)	(1,651)	(2,210)	(778)	(1,576)	(2,297)	(4,253)	(3,746)	(2,891)	(2,129)	(471)	(23,350)	(5,491)
6	Total System L&U	(66,692)	(10,809)	(86,653)	(118,291)	(47,365)	(116,539)	(151,778)	(154,277)	(140,478)	(141,049)	(89,034)	(40,507)	(1,163,473)	(270,590)

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 72.

Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP27-___

Appendix E
Fuel Consumption

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

Line No.	Item	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Total	Jun-26 - Aug-26
	(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	20,001	76,378	72,865	56,073	44,519	54,520	42,820	50,051	48,076	40,942	66,876	86,039	659,160	193,856
2	Medicine Bow	49,136	63,543	45,360	36,277	36,739	31,628	31,868	30,337	33,029	39,211	58,588	59,786	515,500	157,585
3	Kanda[2]	-	4	4	4	4	4	4	4	4	4	4	20	58	28
4	Piceance	24,264	35,425	48,481	8,122	2,426	2,767	19,615	11,644	18,579	5,768	13,096	18,153	208,340	37,017
5	**Total**	**93,401**	**175,349**	**166,709**	**100,476**	**83,687**	**88,919**	**94,307**	**92,036**	**99,688**	**85,924**	**138,564**	**163,998**	**1,383,059**	**388,486**

Notes:
1) Excludes off-system fuel directly retained.
2) The October 2025 through August 2026 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	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	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	5,446	6,832	7,357	8,392	16,923	14,551	14,309	11,385	9,282	9,934	10,534	2,800	117,745
2	DOUGLAS COMP. STA. TOTAL FUEL	47,950	62,133	44,430	35,338	35,618	30,860	31,429	30,048	32,545	37,391	58,313	59,541	505,596
3	ECHO JUNCTION COMPRESSOR FUEL	7,823	9,482	9,873	9,504	10,264	9,017	9,971	6,310	9,037	8,239	8,307	7,789	105,616
4	HAROLD BURROW COMPRESSOR STATION	-	-	-	-	9	-	-	-	-	-	-	0	9
5	LARAMIE WIC COMPRESSOR FUEL	-	-	-	-	23	-	-	-	0	-	-	-	23
6	PICEANCE LATERAL COMPRESSOR FUEL	8,094	18,682	1,518	67	43	619	16,357	3,766	6,917	2,808	11,363	16,049	86,284
7	RAWLINS TO WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
8	SNAKE RIVER COMPRESSOR	13,941	13,894	44,177	5,765	-	-	0	5,954	9,753	0	-	-	93,484
9	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
10	WIC WAMSUTTER COMPRESSOR FUEL	6,579	59,410	54,660	37,207	13,462	30,107	17,520	31,656	27,855	21,025	45,871	75,109	420,461
11	WIC-CHEYENNE COMPRESSOR FUEL	-	-	-	-	2,267	-	325	-	-	15	-	0	2,607
12	Total	89,834	170,432	162,014	96,274	78,608	85,155	89,911	89,118	95,389	79,412	134,389	161,288	1,331,824
13	FERC Account 812 - Other Fuel Gas [1]	3,567	4,917	4,695	4,202	5,079	3,765	4,396	2,917	4,300	6,512	4,175	2,710	51,234

Notes:
1) Excludes off-system FL&U.

Wyoming Interstate Company, L.L.C.
Quarterly FL&U Filing
Docket No. RP27-___

Appendix F
FL&U Retention

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

Line No.	Item	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Total	Jun-26 - Aug-26
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
	Fuel-Current														
1	Mainline	39,640	65,939	44,573	35,570	44,299	39,784	50,715	35,155	33,774	39,429	79,878	108,344	617,100	227,651
2	Medicine Bow	74,865	73,760	69,387	70,258	68,837	64,260	69,034	65,342	69,109	72,791	82,100	83,130	862,873	238,021
3	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Piceance	31,876	33,817	26,821	28,226	19,477	25,159	30,441	26,919	28,659	15,334	24,863	26,242	317,834	66,439
5	Total Fuel-Current	146,381	173,516	140,781	134,054	132,613	129,203	150,190	127,416	131,542	127,554	186,841	217,716	1,797,807	532,111
	Fuel-True-up														
6	Mainline	(17,124)	(28,460)	(19,285)	(35,621)	(44,297)	(39,799)	(50,715)	(35,155)	(33,774)	(39,429)	(79,878)	(108,344)	(531,881)	(227,651)
7	Medicine Bow	(43,667)	(43,048)	(40,504)	(54,304)	(53,267)	(49,638)	(26,569)	(25,196)	(26,612)	(50,407)	(56,954)	(57,645)	(527,811)	(165,006)
8	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Piceance	(22,399)	(23,754)	(18,860)	(18,172)	(12,545)	(16,190)	(1,667)	(1,464)	(1,545)	(15,334)	(24,863)	(26,242)	(183,035)	(66,439)
10	Total Fuel-True-up	(83,190)	(95,262)	(78,649)	(108,097)	(110,109)	(105,627)	(78,951)	(61,815)	(61,931)	(105,170)	(161,695)	(192,231)	(1,242,727)	(459,096)

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

Line No.	Item	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Total	Jun-26 - Aug-26
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
	L&U-Current														
1	Mainline	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Medicine Bow	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Piceance	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Total L&U-Current	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	L&U-True-up														
6	Mainline	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Medicine Bow	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Kanda	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Piceance	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Total L&U-True-up	-	-	-	-	-	-	-	-	-	-	-	-	-	-

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS
RATES PER DTH

Particulars	Current Reimbursement	True-up	Total
Mainline System			
Fuel Gas Percentage (Note 3)	0.480.51%	-0.48-0.51%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
Total FL&U Percentage	0.480.51%	-0.48-0.51%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.360.32%	-0.33-0.32%	0.030.00%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
Total FL&U Percentage	0.360.32%	-0.33-0.32%	0.030.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	0.681.20%
L&U Percentage (Note 7)	n/a	n/a	0.00%
Total FL&U Percentage	n/a	n/a	0.681.20%
L&U Percentage	n/a	n/a	0.00%

Bakken xPress Leased Capacity Incremental			
Northern Border Fuel Gas Percentage (Note 13)	Refer to Northern Border Pipeline Company's currently effective fuel reimbursement percentage (Rate Schedule T-1) found on Northern Border's EBB		
Bakken xPress Leased Capacity Incremental			
Bison Pipeline Fuel Gas Percentage (Note 13)	Refer to Bison Pipeline, LLC's currently effective fuel reimbursement percentage (Rate Schedule FT-1) found on Bison's EBB		
Bakken xPress Leased Capacity Incremental			
Fort Union Gas Gathering Fuel Gas Percentage (Note 13)	n/a	n/a	0.68~~1.20~~%
Fort Union Gas Gathering L&U Percentage (Note 13)	n/a	n/a	0.00%
Fort Union Gas Gathering Total FL&U Percentage	n/a	n/a	0.68~~1.20~~%
Fort Union Gas Gathering 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	0.29%	-0.20~~-0.27~~%	
	0.09~~0.02~~%		
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
Total FL&U Percentage	0.29%	-0.20~~-0.27~~%	0.09~~0.02~~%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.29%	-0.20~~-0.27~~%	0.09~~0.02~~%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
Total FL&U Percentage	0.29%	-0.20~~-0.27~~%	0.09~~0.02~~%

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%
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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%
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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)	0.48%	-0.48%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
Total FL&U Percentage	0.48%	-0.48%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.36%	-0.33%	0.03%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
Total FL&U Percentage	0.36%	-0.33%	0.03%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Bakken Leased Capacity Incremental			
Fuel Gas Percentage (Note 7)	n/a	n/a	0.68%
L&U Percentage (Note 7)	n/a	n/a	0.00%
Total FL&U Percentage	n/a	n/a	0.68%
L&U Percentage	n/a	n/a	0.00%

Bakken xPress Leased Capacity Incremental			
Northern Border Fuel Gas Percentage (Note 13)	Refer to Northern Border Pipeline Company's currently effective fuel reimbursement percentage (Rate Schedule T-1) found on Northern Border's EBB		
Bakken xPress Leased Capacity Incremental			
Bison Pipeline Fuel Gas Percentage (Note 13)	Refer to Bison Pipeline, LLC's currently effective fuel reimbursement percentage (Rate Schedule FT-1) found on Bison's EBB		
Bakken xPress Leased Capacity Incremental			
Fort Union Gas Gathering Fuel Gas Percentage (Note 13)	n/a	n/a	0.68%
Fort Union Gas Gathering L&U Percentage (Note 13)	n/a	n/a	0.00%
Fort Union Gas Gathering Total FL&U Percentage	n/a	n/a	0.68%
Fort Union Gas Gathering 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	0.29%	-0.20%	0.09%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
Total FL&U Percentage	0.29%	-0.20%	0.09%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.29%	-0.20%	0.09%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
Total FL&U Percentage	0.29%	-0.20%	0.09%
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%