
Wyoming Interstate Company, L.L.C. (“WIC”) is issuing this supplement to its Medicine Bow Lateral Open Season notice posted on February 18, 2026 (Notice Identification No. 122915) to (1) clarify that the FUGG/MB Capacity will provide transportation service to the Primary Points of Delivery listed in the table included below, and (2) allow MB Capacity bidders to request a Term Start Date between April 1, 2026 and October 1, 2026.

**MEDICINE BOW LATERAL OPEN SEASON
WYOMING INTERSTATE COMPANY, L.L.C.**

Bid Deadline – 2:00 PM Mountain Time (“MT”), March 3, 2026

A Portable Document Format (.pdf) file of this Open Season is available at:

<https://pipeline2.kindermorgan.com/PortalWeb/PortalDocs.aspx?code=WIC&parent=1600>

Wyoming Interstate Company, L.L.C. (“WIC”) is holding this binding Open Season for firm transportation capacity on its Medicine Bow 29AB Lateral Pipeline (the “*Med Bow Lateral*”). Two capacity options are being offered in this Open Season. The first capacity option is for existing firm transportation capacity on the Med Bow Lateral as further described below (the “*MB Capacity*”). The second capacity option is for up to 200,000 dekatherms per day (“*Dth/day*”) of firm transportation capacity from a new point of receipt on Fort Union Gas Gathering, L.L.C. (“*FUGG*”) in Campbell County, Wyoming to the Cheyenne Hub in Weld County, Colorado, as further described below (the “*FUGG/MB Capacity*”).

The purpose of this Open Season is to solicit binding commitments for the capacity from shippers that are willing to commit to firm transportation service under terms and conditions described below and in accordance with all applicable rules and regulations of the Federal Energy Regulatory Commission (“*FERC*”) and the terms of WIC’s FERC Gas Tariff, Third Revised Volume No. 2 (as amended from time to time, the “*Tariff*”).

	MB Capacity	FUGG/MB Capacity
Rate Schedule:	FT	FT
Primary Points of Receipt¹:	896031 (MBW) Medicine Bow 892022 (AMS) Antelope 896029 (TCR) Thunder Creek 896060 (CTW) Cottonwood 50156 (CBR) Chalk Buttes 47849 (BKH) Bucking Horse	A new primary point of receipt to be located on FUGG near the intersection of FUGG with Cosner Road in Section 32, Township 43 North, Range 73 West, Campbell County, Wyoming (the “ <i>New Receipt Point</i> ”). Note: The rate that a bidder bids will be exclusive of any costs and fees associated with the construction and operation of the New Receipt Point, and such bidder may be required to

		pay an additional incremental facility charge related to such facilities. Please contact your service representative or any of the individuals listed in the Open Season for additional details.
Primary Points of Delivery¹:	800184 (CUR) Curley 896002 (DUL) Dullknife 800104 (BOW) Bowie 800212 (DOV) Dover 800245 (FLY) Flying Hawk 896021 (RKP) Rockport 896018 (LTW) Little Wolf	800184 (CUR) Curley 800104 (BOW) Bowie 800212 (DOV) Dover 800245 (FLY) Flying Hawk 896002 (DUL) Dullknife 896021 (RKP) Rockport 896018 (LTW) Little Wolf
Secondary Points of Receipt:	A successful maximum recourse rate bidder will have the right to access, on a secondary basis, all other points of receipt and/or delivery located on WIC's system as provided in the Tariff.	N/A
Secondary Points of Delivery:	Note: In addition to the Medicine Bow Lateral Incremental Reservation Charge, a shipper will also pay all applicable Surcharges, mainline Reservation Rate(s) (when WIC's mainline system is used), incrementally priced lateral charges, and/or third-party capacity charges as provided in the Tariff	800716 (TDC) Thunder Chief 800184 (CUR) Curley 896026 (OWL) Owl Creek 800104 (BOW) Bowie 800212 (DOV) Dover 54880 (LTD) Lone Tree 800245 (FLY) Flying Hawk 896002 (DUL) Dullknife 896021 (RKP) Rockport 896018 (LTW) Little Wolf 896084 (STB) Sitting Bull
Volume / Maximum Delivery Quantity ("MDQ")²:	400,078 Dth/day	200,000 Dth/day
Term Start Date:	April 1, 2026 ³	Commencement Date (as defined in the section titled "Capacity Lease" below)
Recommended Minimum Rate:	Maximum Tariff Rate	\$9.125 per Dth per month (which, for illustrative purposes, is equivalent to \$0.30 per Dth on a daily basis)

¹ The capacity available at a point of receipt or a point of delivery may vary depending on the meter, location, and other factors applicable to such point. Currently available capacity at the MB Capacity Primary Points of Receipt and Primary Points of Delivery is provided in the Section E (Available Capacity) in the Open Season Bid Sheet. Parties that are interested in capacity at and from other primary points of receipt or at and to other primary points of delivery should contact their service representatives or any of the individuals listed below.

² The MB Capacity and the FUGG/MB Capacity are mutually exclusive. Consequently, the total capacity

requested by a bidder for both capacity options should not exceed 400,078 Dth/day.

³ WIC will only consider requests for a Term Start Date between (and including) April 1, 2026 and October 1, 2026. Certain facilities required to provide the full MDQ are currently idle due to a historical lack of demand for transportation capacity on the Med Bow Lateral. Depending on the total MDQ requested during this Open Season, a portion of a bidder's awarded MDQ may not be available until such facilities can be safely returned to service, which will be subject to the availability of parts and qualified contractors and technicians. *See* the section titled "MDQ Schedule" below for additional details.

General Open Season Requirements:

To bid, complete the attached bid sheet and e-mail it to KMWestBids@KinderMorgan.com on or before the Open Season End Date.

Open Season Start Date: February 18, 2026, at 2:00 PM MT

Open Season End Date: March 3, 2026, at 2:00 PM MT

Award Notification Deadline: March 10, 2026, at 4:00 PM MT

WIC will rely upon the time an e-mailed bid is received to determine whether a bid is timely. Bids that are received after the Open Season End Date (as determined by the time stamp on WIC's e-mail inbox) will be considered invalid bids and will not be eligible for an award of capacity in this Open Season. WIC recommends that bids be submitted well in advance of the Open Season End Date to minimize the risk that any e-mail delay could cause a bid to be excluded from consideration.

Bid sheets must include the bidder's name, the name of this Open Season (*i.e.*, "Medicine Bow Lateral Open Season"), the capacity quantity, the term, and the rate.

By submitting a bid sheet, a bidder certifies that: (a) all information contained in its bid sheet is complete, true, and accurate in all respects; (b) it satisfies, or will be able to satisfy, all the requirements of the Tariff and the requirements of this Open Season; and (c) the person submitting the bid sheet has full authority to bind the bidder.

A bidder may have only one bid sheet pending for evaluation at a time in this Open Season. A submitted bid sheet for this Open Season, however, may be withdrawn by providing written notice of withdrawal to WIC prior to the Open Season End Date and using the same process as submitting bid sheets as described above. WIC will use the time and date stamp on WIC's e-mail box to determine a timely withdrawal. Once a submitted bid sheet is withdrawn, another subsequent bid sheet may be submitted by the same bidder if and only if the subsequent bid is at a higher present value ("*PV*"). Any subsequent bid with a *PV* equal to or lower than the withdrawn bid will be considered invalid.

Bids submitted in this Open Season on or before the Open Season End Date that have not been properly withdrawn or considered invalid will constitute a binding irrevocable offer by the bidder to contract for capacity. The award of the capacity in this Open Season will be an acceptance of the offer and the parties shall be contractually bound at that time.

Capacity Lease:

The FUGG/MB Capacity will provide seamless transportation capacity consisting of: (a) capacity that WIC proposes to acquire by lease (the “*Leased Capacity*”) from the New Receipt Point to FUGG’s existing Point of Delivery/Interconnect with WIC on the Med Bow Lateral (the “*Medicine Bow Receipt Point*”), and (b) existing MB Capacity from the Medicine Bow Receipt Point to the FUGG/MB Capacity Primary Points of Delivery listed in the table above.

To provide the FUGG/MB Capacity, WIC must successfully execute a lease agreement with FUGG for the Leased Capacity under terms acceptable to WIC in its sole discretion (the “*Capacity Lease*”) and FUGG must deliver the Leased Capacity to WIC under the Capacity Lease. Consequently, service under a FUGG/MB FTSA (defined below) will be conditioned on WIC and FUGG entering into the Capacity Lease and FUGG delivering the Leased Capacity to WIC thereunder. The date that FUGG begins delivering the Leased Capacity to WIC under the Capacity Lease is referred to herein as the “*Commencement Date*.” WIC anticipates the Commencement Date will be October 1, 2026.

The Capacity Lease may provide for the construction of the New Receipt Point meter station and associated facilities (“*New Meter Facilities*”), and transportation under a FUGG/MB FTSA may be subject to construction of such New Meter Facilities and bidder agreeing to pay an additional incremental facility charge related to such facilities in the FUGG/MB FTSA.

A FUGG/MB FTSA will include the additional conditions to service under the Capacity Lease. Such conditions may include, but are not limited to, (a) the construction and placement in service of certain facilities necessary to provide the Leased Capacity, including the New Meter Facilities, and (b) the satisfactory receipt by WIC and FUGG of all necessary approvals, permits, and rights-of-way for the Capacity Lease and/or the Leased Capacity, including receipt from FERC of such certificates and/or orders authorizing the lease of the Leased Capacity under the terms set forth in the Capacity Lease.

Creditworthiness Requirements:

Successful bidder(s) that are only awarded MB Capacity must satisfy the creditworthiness requirements set forth in the Tariff. Bidders that fail to satisfy such creditworthiness requirements within a reasonable time will have their capacity award withdrawn. WIC reserves the right to seek any and all permitted remedies as a result of the breach of the bid. WIC will treat any financial statements provided by bidders as confidential.

Successful bidder(s) that are awarded FUGG/MB Capacity must satisfy and maintain throughout the term of the applicable FTSA the following creditworthiness requirements:

(a) If a successful bidder is rated by Standard & Poor’s Corporation (“*S&P*”) and/or Moody’s Investor Service (“*Moody’s*”), then such bidder shall be deemed creditworthy by WIC if: (i) such bidder’s senior unsecured debt securities are rated at least BBB- by S&P or Baa3 by Moody’s (in the event the bidder is rated differently by multiple agencies, the lowest rating shall be used in making such determination); and (ii) such bidder is not under review for possible downgrade by S&P and/or Moody’s to a level below that set forth in the foregoing subpart (i).

(b) If at any time during the term of the FTSA, the successful bidder's S&P or Moody's rating falls below the levels described in paragraph (a) above, or such bidder becomes unrated or otherwise fails to satisfy the requirements of paragraph (a) above, then for the time period bidder's ratings are below that level or bidder is unrated or is otherwise unable to satisfy the requirements of paragraph (a), such bidder shall satisfy its creditworthiness obligation by providing one of the forms of credit support described in paragraph (c) below. If such bidder subsequently becomes able to satisfy the S&P or Moody's rating levels described in paragraph (a) above, such bidder may immediately satisfy its creditworthiness obligations in the manner provided in paragraph (a).

(c) If at the time of the execution of the FTSA, or at any time thereafter, a successful bidder is unable to satisfy its creditworthiness obligations in the manner set forth in paragraph (a) above, then such bidder shall satisfy its creditworthiness obligations by providing and maintaining, at its option: (i) an irrevocable, unconditional guarantee of its obligations under the FTSA, reasonably acceptable to WIC, and issued by another person or entity which satisfies the creditworthiness standards set forth in paragraph (a); or (ii) an irrevocable letter of credit from a bank reasonably acceptable to WIC, and equal to the anticipated charges under the FTSA during the lesser of (A) 36 months and (B) the period of time remaining in the term of the FTSA.

(d) To the extent evidence of a successful bidder's creditworthiness is not publicly available, upon reasonable request by WIC, such bidder shall promptly provide evidence to WIC of such bidder's creditworthiness, which WIC may share with its lenders or creditors or any nationally recognized rating agency that is then maintaining a rating of WIC's debt securities.

(e) If any change in ratings or conditions requires a successful bidder to change how it demonstrates its satisfaction of its creditworthiness requirements, such bidder shall make that demonstration (including, if necessary, the provision of guarantee or letter of credit) within 15 Business Days of the change in ratings or conditions requiring the new demonstration of creditworthiness.

Successful bidders that fail to satisfy the creditworthiness requirements of this section within a reasonable time will have their capacity award withdrawn. WIC reserves the right to seek any and all permitted remedies as a result of the breach of the bid. WIC will treat any financial statements provided by bidders as confidential.

Execution of FTSA:

Each successful bidder and WIC shall enter into and execute a Firm Transportation Service Agreement (a "FTSA") reflecting the terms of its bid as awarded by WIC. All successful bidders shall execute and return a FTSA within the earlier of the day before the first day of the term of firm transportation service in the bid as awarded by WIC or 20 Business Days following the day WIC tenders the FTSA to the bidder ("*Execution Date*"). If a successful bidder fails to fully execute and return the FTSA on or before the Execution Date, then WIC reserves the right to cancel the successful bidder's binding bid without prejudice as to WIC's right to seek any and all permitted remedies as a result of the successful bidder's failure to execute the FTSA.

WIC may require that a successful bidder that is awarded both MB Capacity and FUGG/MB Capacity enter into and execute separate FTSA's for each capacity type. Furthermore, WIC and a successful bidder

may mutually agree to enter into and execute more than one FTSA that together reflect all the terms of the successful bid as awarded by WIC. Current shippers of WIC may request to amend their existing effective FTSA(s) (in lieu of or in addition to executing a new FTSA) to utilize the MB Capacity awarded through this Open Season. A FTSA that includes FUGG/MB Capacity may be referred to herein as a “*FUGG/MB FTSA*.”

Each FUGG/MB FTSA shall provide that, subject at all times to FERC’s approval of the particular costs, cost recovery mechanism(s), and manner of recovery in question, WIC shall be entitled to recovery of Greenhouse Gas Emissions Costs incurred by WIC attributable to natural gas transported for bidder. As used herein “*Greenhouse Gas Emissions Costs*” means (a) the cost of any carbon emissions tax or other greenhouse gas assessment that is imposed on WIC or that WIC is required to pay under the terms of the Capacity Lease, and/or (b) the cost of any greenhouse gas mitigation efforts, including the costs of credits and offsets that WIC incurs to comply with any greenhouse gas laws, rules, or regulations. If (x) WIC is unsuccessful in having the FERC-approved Greenhouse Gas Emissions Costs incurred by it recovered through a FERC-approved surcharge applicable to all shippers, and (y) such amounts are recoverable only through WIC’s FERC-approved recourse rates, then bidder will agree to modify the negotiated reservation rate by the amount of WIC’s maximum Tariff rate under Rate Schedule FT that is attributable to such Greenhouse Gas Emissions Costs.

Each FTSA for FUGG/MB Capacity will include the following provision:

“Shipper shall not schedule, nominate, use, assign, release, or otherwise utilize the capacity hereunder, or enter into any arrangement relating to such capacity, in a manner that would reasonably be expected to implicate, trigger, or give rise to a claim that a most-favored-nation clause and/or an expansion rights clause in any firm transportation service agreement with an Anchor or Foundation Shipper on WIC’s Bakken xPress Project (*see* FERC Docket No. CP23-545) is activated or breached. For clarity, Shipper shall not take any action with respect to the capacity hereunder that would cause WIC to be obligated to extend to any such Anchor or Foundation Shipper more favorable rates, terms, or conditions by virtue of any such clause.”

A contractual right of first refusal is offered with the FUGG/MB Capacity, which will be conditioned on the continued availability of the Leased Capacity.

Each FTSA will be in the form contained in the Tariff; provided, however, each FUGG/MB FTSA may include certain additional non-conforming provisions consistent with the requirements and conditions set forth in this Open Season.

Evaluation Criteria:

If WIC receives acceptable bids for capacity in excess of the actual amount of the applicable available capacity, then WIC will award and/or allocate the capacity in a manner that yields the highest total PV as calculated below. In determining which bid(s) yield the highest total PV, WIC reserves the right to combine multiple bids (or selected capacity options), in whole or in part, in a manner that results in a total PV of the combined bids that exceeds the highest PV achievable by accepting one or more of the disaggregated bids. This process could result in a bidder being awarded less capacity than requested

(unless such bidder elects on its bid sheet not to accept an allocation of capacity) and/or a bidder being awarded only one of its selected capacity options (if such bidder bids on both capacity options).

With respect to each capacity option, the PV of such option will be calculated as the sum of the present values for all of the months beginning with the first month capacity is available through the end date of the applicable bid term. The PV for each month will be calculated as follows:

$$PV = (R \times Q) / ((1+i)^n)$$

Where: R = the monthly reservation bid rate (subject to applicable FERC rules and regulations)

Q = the monthly bid volume

i = the monthly discount rate of 0.6000% (which is the annual discount rate of 7.20% divided by 12)

n = (a) with respect to a bid for MB Capacity, the number of months from April 1, 2026, and (b) with respect to a bid for FUGG/MB Capacity, the number of months from October 1, 2026 (such date being the earliest date the Leased Capacity is expected to be available) (for example, for a bid for FUGG/MB Capacity, n = 1 for October 2026, n = 2 for November 2026, and so on)

Capacity Awards:

If the total capacity requested in all qualifying bids (for both capacity options) exceeds 400,078 Dth/day (and therefore proration is required):

(a) Capacity will first be awarded to bidders for MB Capacity that bid the maximum rates stated in the Tariff (“*MB Capacity Bidders*”). Then, as between MB Capacity Bidders, capacity will first be awarded to the bids with the highest PVs. Finally, if applicable, as between MB Capacity bids with equal PVs, capacity will be awarded on a pro rata basis.

(b) Remaining capacity, if any, will be awarded to bidders for FUGG/MB Capacity (“*FUGG/MB Capacity Bidders*”) whose bids have the highest PV. Then, if applicable, as between FUGG/MB Capacity bids with equal PVs, if necessary, capacity will be awarded on a pro rata basis.

MDQ Schedule:

After the close of this Open Season, WIC will evaluate the total MDQ awarded to all bidders to determine what, if any, maintenance requirements will be necessary to provide the requested transportation service (the “*Maintenance Requirements*”). The total MDQ awarded, together with other factors, will determine when each bidder’s MDQ will become available (the “*MDQ Schedule*”). For clarity, a portion of a bidder’s awarded MDQ may be available on the term start date, with the remainder becoming available over time as Maintenance Requirements are completed. If multiple bidders are awarded MDQ for the same period, each will receive a pro rata share of the available capacity from time to time until the Maintenance Requirements are fully completed. WIC will provide each bidder with an estimated MDQ Schedule in its MDQ-award notification. If the estimated MDQ Schedule is unacceptable to a bidder, the bidder may withdraw its bid by exercising this right within ten days after WIC provides the schedule.

After this ten-day period, WIC will issue an updated estimated MDQ Schedule to all remaining bidders that did not exercise their withdrawal right. Neither a successful bidder nor WIC will be required to pay any reservation charges or credits for the portion of the applicable MDQ that WIC is unable to provide due to the Maintenance Requirements.

Rates, Charges, and Fees:

Bids for some or all of the FUGG/MB Capacity for the maximum rates stated in the Tariff may not provide sufficient economic justification for WIC's acquisition of the Leased Capacity. Accordingly, WIC reserves the right to reject all bids for FUGG/MB Capacity received in connection with this Open Season and cancel the proposed Leased Capacity if it does not receive adequate bids for quantities and terms that are necessary to economically justify the required undertakings.

In addition to the bid rate, each successful bidder shall be subject to the applicable maximum usage rate and maximum usage surcharges, all other maximum rates, charges and surcharges, including ACA, Fuel and Lost and Unaccounted-for Gas, and any other authorized surcharges assessed under the applicable Rate Schedule of the Tariff, as may change from time to time. This includes incremental lateral charges and any third-party charges resulting from the use of capacity that WIC may hold on other pipelines.

Under the terms of the Capacity Lease, the parties may track the incremental quantity of natural gas consumed by FUGG to provide the Leased Capacity (defined below) (the "*FUGG Fuel Gas*"), and WIC may be assessed in-kind charges for such FUGG Fuel Gas (the "*FUGG Fuel Gas Charges*"). Any FUGG Fuel Gas Charges assessed by FUGG to WIC under the Capacity Lease will pass through to shippers (that are awarded FUGG/MB Capacity) as an in-kind charge for the charges. Additionally, WIC's existing fuel and lost and unaccounted for gas charge will apply for transportation on the Med Bow Lateral. The use of secondary points on WIC's system may also result in additional charges, including but not limited to, reservation, commodity, and/or fuel and lost and unaccounted for gas charges pursuant to the Tariff. Shippers are encouraged to review the Tariff to understand the ramifications of all charges that may be assessed as well as other provisions for service.

Additional Information, Reservations, and Conditions:

WIC reserves the right to seek clarification of any bid (including, without limitation, the rate, quantity, term, or point(s) of receipt or delivery) but shall not be required to do so. To be considered, any responding clarification by bidders must be provided in writing and within the time requested by WIC. Such clarifications shall be incorporated as part of the binding bid submitted by the bidder and, in the case of conflict with the earlier submitted binding bid, the timely submitted written clarification shall control.

The FUGG/MB Capacity and the undertakings described in this Open Season with respect thereto are subject to the approval of the appropriate management committee and/or board of directors of WIC and/or its parent companies and WIC's timely receipt of all necessary regulatory approvals, permits, and other authorizations necessary for WIC to enter into the Capacity Lease and obtain and use the Leased Capacity from FUGG thereunder in form and substance satisfactory to WIC in its sole discretion. Furthermore, to the extent an FTSA(s) is deemed to be non-conforming and/or incorporate negotiated rates or other terms therein, WIC will file such FTSA(s) with FERC for review as required by applicable regulations, and service under such FTSA(s) will be subject to FERC's approval and/or acceptance of the terms thereof.

WIC may also require FERC approval and/or acceptance of proposed accounting treatment, certain changes to the Tariff, and the non-conforming terms and/or negotiated rate FTSA's in a form and substance satisfactory to WIC in its sole discretion.

WIC reserves the right to reject negotiated rate bids, bids that have rates less than the maximum rate set forth in the FERC Gas Tariff (see the description in the bid sheet), bids stated as the dollar equivalent of the current maximum tariff rate, bids that are incomplete, contain offers of varying rates within the term, contain additional or modified terms or are inconsistent with the provisions of the FERC Gas Tariff or this Open Season. WIC also reserves the right to reject bids that do not reflect the same quantity for the duration of the term. Finally, unless FUGG/MB Capacity the term begins on the Commencement Date, the term must begin on the first day of the applicable month, and, in all cases, end on the last day of the applicable month.

Although this is a binding Open Season, WIC reserves the right, in its sole discretion, to consider requests received after the Open Season End Date, including requests to modify a bidder's validly submitted bid, but will be under no obligation to do so. Requests for capacity received after the Open Season End Date will be subject to the terms and conditions set forth in this Open Season.

Successful bidders will be responsible for securing their own transportation arrangements on pipelines and other facilities upstream and downstream of the applicable points of receipt and delivery. Successful bidders will also be responsible for confirming the availability of their requested points of receipt and delivery with the applicable point operators.

WIC notes that FERC Order No. 894, in some cases, prohibits multiple affiliates of the same entity from bidding in an open season for capacity in which the pipeline may allocate capacity on a pro rata basis. It appears to WIC that the restrictions imposed by FERC Order No. 894 will be applicable in this Open Season and FERC recommends that potential bidders review and adhere to the requirements of that FERC Order.

WIC reserves the right to, upon notice at any time and in its sole discretion, terminate this Open Season, extend any date or time specified in this Open Season, amend or supplement the terms of this Open Season, or otherwise modify this Open Season. In addition, WIC reserves the right to reject any bid which fails to comport with the provisions of this Open Season in any respect.

Capitalized terms used and not otherwise defined herein shall have the meanings given to such terms in the FERC Gas Tariff.

Contact Information:

Questions concerning this Open Season should be directed to:

Seth Wright	(281) 229-3956
Tim Dorpinghaus	(719) 520-4245
Ken Ulrich	(719) 520-3712
Beth Gerber	(719) 520-4856

Open Season Bid Sheet Follows

MEDICINE BOW LATERAL OPEN SEASON BID SHEET
WYOMING INTERSTATE COMPANY, L.L.C. (“WIC”)

Email Bid To: KMWestBids@KinderMorgan.com

A. Shipper Information:

Legal Name of Shipper: _____

Name of Requesting Party: _____

Title of Requesting Party: _____

DUNS Number: _____

Address: _____

Phone: _____

B. Capacity Bid (Rate Schedule FT): *(Shipper may select one or both capacity options; each capacity option selected will be treated as a separate bid for purposes of determining a bid’s PV and for allocating capacity)*

Capacity Option	Requested Term Start Date ¹	Requested Term End Date	Requested Maximum Delivery Quantity (MDQ)	Will Shipper accept an allocation of capacity? ²	Reservation Rate (Select only ONE per Capacity Option)
MB Capacity			_____ Dth/day ³	☐ Yes ☐ No	☐ Negotiated Rate: \$_____ per Dth per month ⁴ or ☐ Negotiated Rate: \$_____ per Dth per day ⁵ or ☐ Maximum Tariff Rate ⁶
FUGG/MB Capacity			_____ Dth/day ⁷	☐ Yes ☐ No	☐ Negotiated Rate: \$_____ per Dth per month ⁴ or ☐ Negotiated Rate: \$_____ per Dth per day ⁵ or ☐ Maximum Tariff Rate ⁶

¹ WIC will only consider bids for MB Capacity with a Requested Term Start Date between (and including) April 1, 2026 and October 1, 2026. If Shipper’s bid for FUGG/MB Capacity is successful, the actual Term Start Date will be the later of: (a) the Requested Term Start Date or (b) the date FUGG is legally authorized and physically capable of providing the Leased

Capacity under the Capacity Lease (as such terms are defined in the Medicine Bow Lateral Open Season notice (the “*Open Season Notice*”)).

² By accepting an allocation of capacity, Shipper understands that it may be awarded only a portion of the specified MDQ.

³ Shipper’s requested MB Capacity MDQ should not exceed 400,078 Dth/day.

⁴ A “Negotiated Rate” is a fixed rate that is not subject to the applicable maximum or minimum rates stated in WIC’s Federal Energy Regulatory Commission Gas Tariff, Third Revised Volume No. 2 (the “*Tariff*”), as such rates may change from time to time.

⁵ A daily Negotiated Rate will be converted to a monthly rate by multiplying the daily rate times 365 and dividing the result by 12, rounded to the fourth decimal place.

⁶ The “Maximum Tariff Rate” is the applicable maximum reservation rate stated in the Tariff, as such rate may change from time to time. If a transportation path includes multiple applicable maximum reservation rates, the Maximum Tariff Rates will be the sum of the applicable maximum reservation rates for such path, as such rates may change from time to time.

⁷ Shipper’s requested FUGG/MB Capacity MDQ should not exceed 200,000 Dth/day. Furthermore, the total capacity requested by Shipper for both capacity options should not exceed 400,078 Dth/day.

C. Primary Points of Receipt and Delivery:

MB Capacity			
Primary Point(s) of Receipt	Point(s) of Receipt Quantity (Dth/day) ¹	Primary Point(s) of Delivery	Point(s) of Delivery Quantity (Dth/day) ¹
¹ The sum of the Point(s) of Receipt Quantity for all locations and the sum of the Point(s) of Delivery Quantity for all locations should equal the MB Capacity MDQ. See Section E (Available Capacity) below for currently available capacity.			

FUGG/MB Capacity			
Primary Point of Receipt	Point of Receipt Quantity (Dth/day) ²	Primary Point(s) of Delivery	Point(s) of Delivery Quantity (Dth/day) ²
New Receipt Point (TBD) ¹			
¹ The “New Receipt Point” defined in the Open Season Notice. ² The Point of Receipt Quantity and the sum of the Point(s) of Delivery Quantity for all locations should equal the FUGG/MB Capacity MDQ.			

D. Applicability of Commodity and Other Charges:

In addition to the bid rate, Shipper will pay (i) the maximum applicable commodity charges contained in the Tariff and all ACA surcharges, fuel, lost and unaccounted-for gas retainage (“*FL&U*”), and all other maximum rates, charges and surcharges which are (A) approved by FERC in or pursuant to any subsequent FL&U filing and/or (B) authorized by the Tariff from time to time (collectively, “*Surcharges*”), (ii) an allocated share of the FUGG Fuel Gas Charges as provided in the Open Season Notice, and (iii) if applicable, incremental facility charges related to the New Receipt Point.

Furthermore, subject at all times to FERC's approval of the particular costs, cost recovery mechanism(s), and manner of recovery in question, WIC shall be entitled to recovery of Greenhouse Gas Emissions Costs incurred by WIC attributable to natural gas transported for Shipper. As used herein "*Greenhouse Gas Emissions Costs*" means (i) the cost of any carbon emissions tax or other greenhouse gas assessment that is imposed on WIC or that WIC is required to pay under the terms of the Capacity Lease (as defined in the Open Season Notice), and/or (ii) the cost of any greenhouse gas mitigation efforts, including the costs of credits and offsets that WIC incurs to comply with any greenhouse gas laws, rules, or regulations.

E. Available Capacity: (MB Capacity only)

Primary Point of Receipt Capacity (Dth/day)

[illegible]

Primary Point of Delivery Capacity (Dth/day)

Primary Point of Delivery	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.
Curley (CUR) PIN 800184	794,600	794,600	794,600	794,600	794,600	794,600	794,600	794,600	794,600	794,600	794,600	794,600
Dullknife (DUL) PIN 896002	1,752,716	1,752,716	1,752,716	1,752,716	1,752,716	1,752,716	1,752,716	1,752,716	1,752,716	1,752,716	1,752,716	1,752,716
Dover (DOV) PIN 800212	157,729	157,729	157,729	157,729	157,729	157,729	157,729	157,729	157,729	157,729	157,729	157,729
Bowie (BOW) PIN 800104	597,950	597,950	597,950	597,950	597,950	597,950	597,950	597,950	597,950	597,950	597,950	597,950
Flying Hawk (FLY) PIN 800245	1,037,500	1,037,500	1,037,500	1,037,500	1,037,500	1,037,500	1,037,500	1,037,500	1,037,500	1,037,500	1,037,500	1,037,500
Rockport PIN 896021	225,500	225,500	225,500	225,500	225,500	225,500	225,500	225,500	225,500	225,500	225,500	225,500
Little Wolf (LTW) PIN 896018	67,900	67,900	67,900	67,900	67,900	67,900	67,900	67,900	67,900	67,900	67,900	67,900

By submitting this binding bid to WIC, Shipper certifies that (a) all information contained in this bid is complete and accurate, (b) it satisfies, or will be able to satisfy, all the requirements of the Tariff and as set forth in the Open Season Notice, and (c) the person submitting this bid has full authority to bind Shipper.