



Trailblazer Pipeline Company LLC

March 29, 2024

Debbie-Anne A. Reese, Acting Secretary
Federal Energy Regulatory Commission
888 First Street, NE, Room 1A
Washington, DC 20426

Re: Trailblazer Pipeline Company LLC
Periodic Rate Adjustment - Fuel and L&U Reimbursement Percentages and Power Cost Tracker
Reimbursement Charges
Docket No. RP24-____-000

Dear Acting Secretary Reese:

Pursuant to the Periodic Rate Adjustment (“PRA”) – Fuel Reimbursement (Section 38) and Power Cost Tracker (Section 40) provisions of the General Terms and Conditions of Trailblazer Pipeline Company LLC’s (“Trailblazer”) FERC Gas Tariff, Sixth Revised Volume No. 1 (“Tariff”), Trailblazer hereby submits for filing with the Federal Energy Regulatory Commission (“Commission” or “FERC”) its annual periodic rate adjustment report for the twelve-month base period ended December 31, 2023 (the “Base Period”). Trailblazer respectfully requests Commission action on this filing by April 19, 2024 to provide sufficient time and notice for shippers on Trailblazer to adjust gas supply quantities under the new FL&U Reimbursement Percentages and the PCT Reimbursement Charge for May 2024 business as described herein.

Pursuant to Part 154 of the Commission’s regulations,¹ Trailblazer hereby submits for filing with the Commission the following revised tariff sections with a proposed effective date of May 1, 2024 (the “Proposed Tariff Sections”):

<u>Tariff Section</u>	<u>Section Version</u>
Curr. Eff. Rts. – FTS & FTB Expan Syst, ITS, and AOR Fuel & L&U	18.0.0
Curr. Eff. Rts. – Expan. System Power Cost Tracker Rates	13.0.0

¹ 18 CFR § 154 (2023).

Statement of Nature, Reasons, and Basis for Filing

Trailblazer is making this filing in compliance with Sections 38 and 40 of Trailblazer's Tariff, which require Trailblazer to re-determine the Fuel Reimbursement Percentage, Lost and Unaccounted For ("L&U") Reimbursement Percentage, and Total Power Cost Tracker ("PCT") Reimbursement Charge to become effective on May 1, 2024. Accordingly, the Proposed Tariff Sections filed herewith set forth the revised Fuel and L&U (together, "FL&U") Reimbursement Percentages and the PCT Reimbursement Charge to become effective on May 1, 2024. Appendices A-F provide the detailed calculations supporting the foregoing.

Overview of the FL&U Reimbursement Percentages, Total PCT Reimbursement Charge, and Supporting Appendices

The underlying calculation methodologies applicable to the instant filing are outlined in Sections 38 and 40 of Trailblazer's Tariff. For the purposes of calculating the FL&U Reimbursement Percentages and PCT Reimbursement Charge proposed herein, Trailblazer is utilizing the twelve-month Base Period actual usage and throughput data observed on the Trailblazer system through December 31, 2023, plus any amounts contained in the applicable deferral accounts. Trailblazer has included all relevant supporting detail in the attached Appendices A through F. Trailblazer has not proposed any adjustments to the Base Period data contained herein to calculate the proposed rates and has not utilized any forecasted throughput, estimated activity, or projected future usage in the instant filing.

Appendix A sets out the derivation of Trailblazer's Fuel and L&U Reimbursement Percentages, including the total FL&U Reimbursement Percentage and Total PCT Reimbursement Charge proposed to become effective on May 1, 2024. The L&U Reimbursement Percentage is calculated by summing the Current L&U and the Under/Over-Recovered L&U ("UL&U") for both the Existing and Expansion Systems respectively, as more detailed in Appendices B and D. The Expansion System Fuel Reimbursement Percentage is calculated by summing the Expansion System Fuel Reimbursement Percentage ("EFAP") and the Under/Over-Recovered Fuel ("UFRA"), as more detailed in Appendices B and D. The Total FL&U Reimbursement Percentage for the Expansion System is calculated by summing the Expansion System L&U Reimbursement Percentage and the Fuel Reimbursement Percentage. The Total PCT Reimbursement Charge is calculated by summing the Expansion System PCT Reimbursement Charge and the Unrecovered PCT Reimbursement Charge Adjustment ("UPRA"), as further detailed in Appendices C and D.

The first component of each of the foregoing calculations reflects the rate required to recover the relevant ongoing compressor fuel, gas, or power costs attributable to volumes for the period beginning May 1, 2024 and ending April 30, 2025 (the "Recovery Period"). The second component of each of the foregoing calculations reflects the rate required to recover the relevant fuel, gas, or power cost balance in Trailblazer's corresponding deferred account during the Recovery Period. The volumes reflected in the Recovery Period are based solely on the actual usage from the Base Period, as detailed in Appendix E.

Appendix B sets out the derivation of the proposed Expansion System Fuel and L&U Reimbursement Percentages. The data reflected in Appendix B is based solely on the actual Base Period fuel usage, L&U, and Receipt Quantities, as detailed in Appendix E.

Appendix C sets out the proposed Expansion System PCT Reimbursement Charge. The data reflected in Appendix C is based solely on the actual Base Period Electric Power Costs and Receipt Quantities, as detailed in Appendix E.²

Appendix D shows the determination of UL&U, UFRA, and UPRA, which are true-up adjustments and components of the proposed rates to become effective on May 1, 2024. Pursuant to Sections 38.5 and 40.5 of the Tariff, these adjustments are a result of past over- or under-collections, as applicable, and are further detailed in Appendix E. Appendix D also reflects the amount of over-recovered L&U that Trailblazer is proposing to refund to Existing System Shippers pursuant to Section 38.5 of the Tariff, as further detailed in Appendix F.

Appendix E details the determination of the Deferred Accounts for L&U, Fuel, and the PCT. All amounts shown regarding FL&U, Electric Power Costs, shipper-supplied FL&U Reimbursement, PCT Reimbursement Charges, and Receipt Quantities are Base Period actual amounts.

Appendix F reflects the allocation to Existing System Shippers of the January through December 2023 Net UL&U Deferred Account balance, priced at the applicable monthly AMIP and proposed to be refunded pursuant to Section 38.5 of the Tariff.

Effect of Negotiated Rate Agreements on Tariff FL&U Reimbursement Percentages and PCT Reimbursement Charges

Trailblazer entered into a negotiated rate agreement, on file with the Commission, which includes a provision that fixes the FL&U Reimbursement Percentage paid by the shipper at 0.10%.³ The agreement does not reflect a negotiated PCT Reimbursement Charge.

During the Base Period, the Tariff FL&U Reimbursement Percentage that would otherwise have been applicable to this contract was 0.0%. Accordingly, this negotiated rate agreement does not raise any potential subsidization issues under the FL&U Reimbursement Percentage provision.

In the event the applicable Tariff FL&U Reimbursement Percentage exceeds 0.10%, the resulting under-recovery arising from the negotiated rate agreement would be imputed as if tendered by the shipper at the full applicable tariff rate and the under-collection would then be borne solely by Trailblazer with the imputed volumes clearly reflected in Appendix E hereto. Further, in any period where under-recoveries arise due to FL&U Reimbursement Percentage and/or PCT Reimbursement Charge provisions contained in negotiated rate agreements, such under-recovery will be borne solely by Trailblazer as an unrecovered operating expense and will not be reflected in the FL&U Reimbursement and/or Power Cost Tracker, consistent with applicable Commission policy.

² Pursuant to Section 40.4 of the Tariff, Appendix C also reflects the allocation of \$2.0 million of annual electric power costs to the Existing System.

³ Negotiated Rate Filing, *Trailblazer Pipeline Company LLC*, Docket No. RP22-174-000 (filed November 1, 2021).

Additional Rate Data

The rate underlying the Fuel Reimbursement Percentage is based on the actual natural gas consumption at Station 601 for the twelve-month period ending December 31, 2023. (See Appendix B.) The rate underlying the Total PCT Reimbursement Charge is based on the actual electric usage at Compressor Stations 602 and 603 attributable to Expansion System capacity for the twelve-month period ending December 31, 2023. (See Appendix C.) The Fuel Reimbursement Percentage and the Total PCT Reimbursement Charge are calculated using the Base Period actual volumes for the Expansion System.

Fuel for Compressor Station 601 is allocated exclusively to Expansion System capacity for recovery under the EFAP, whereas electric compression costs at Compressor Stations 602 and Station 603 are allocated between Expansion System Shippers and Existing System Shippers. The allocation method involves removing from total electric power costs an allocated portion related to the electric power usage of Existing System Shippers. The allocated portion assigned to Existing System Shippers is \$2.0 million⁴ and is embedded in the maximum base tariff rates applicable to Existing System transportation. The difference between the total electric power costs and the electric power costs allocated to the Existing System Shippers is recovered through Trailblazer's PCT. Appendix C shows the electric power costs at Compressor Stations 602 and Station 603 and the allocation of these costs between Existing and Expansion System Shippers.

Because the Fuel Reimbursement Percentage for Expansion System Shippers would otherwise be negative, it is listed as 0.00%. Summing the negative Fuel Reimbursement Percentage of (0.27%) and the positive L&U Reimbursement Percentage of 0.01% yields a negative Total FL&U Reimbursement Percentage of (0.26%). Because the calculated Total FL&U Reimbursement Percentage is negative, Trailblazer is proposing an effective Total FL&U Reimbursement Percentage for Expansion System Shippers of 0.00%.

Additional Deferred Account Data

Trailblazer maintains deferred accounts that reconcile, on a monthly basis, the actual L&U collections, fuel collections, and electric power collections. The calculations of the UL&U, UFRA, and UPRA are intended to recover the balance in each respective deferred account over the subsequent Recovery Period and may be positive or negative. For the current Base Period (*i.e.*, January through December 2023), Trailblazer observed an over-collection in its Lost and Unaccounted For – UL&U Deferred Account in the amount of 87,396 dekatherms ("Dth"); Trailblazer experienced an over-collection of fuel recoveries in its Fuel – UFRA Deferred Account in the amount of 55,249 Dth; and Trailblazer experienced an over-collection of its electric power costs in its PCT – UPRA Deferred Account in the amount of \$930,997. (See Appendix E, pages 1-3.)

⁴ Pursuant to Article V of the Uncontested Offer of Settlement Stipulation and Agreement in Docket No. RP18-922-000, *et al.*, approved by the Commission. See *Trailblazer Pipeline Company, LLC*, 170 FERC ¶ 61,177 (March 3, 2020).

L&U Cashout of Deferred Account

As indicated in the foregoing paragraph, during the current Base Period, Trailblazer observed a net over-collection in its Lost and Unaccounted For – UL&U Deferred Account in the amount of 87,396 Dth. The overall gain resulted from a gain of 176,914 Dth that was allocated to the Existing System and a loss of 88,689 Dth that was allocated to the Expansion System. Pursuant to Section 38.5(c)(i) of Trailblazer's Tariff, any Lost and Unaccounted For – UL&U Deferred Account credit balance allocated to the Existing System is to be distributed as a lump sum cashout refund 30 days after the filing and acceptance of the PRA filing to shippers and is based proportionally on throughput for the twelve-month period ended December 31, 2023. Appendix F reflects the allocation to Existing System Shippers of the January through December 2023 L&U balance, priced at the applicable monthly AMIP. Pursuant to Section 38.5(c)(ii), the 89,518 Dth loss allocated to the Expansion System along with the beginning deferred account balance of 85,508 Dth (gain) is being carried forward to the Expansion L&U Reimbursement Percentage in the Recovery Period.

Procedural Matters

Pursuant to 18 CFR § 154.7, the following items are included in this filing:

1. An eTariff XML filing package containing the Proposed Tariff Sections in electronic format;
2. A PDF file of the clean Proposed Tariff Sections for posting in the Commission's eLibrary;
3. A PDF file of the marked Proposed Tariff Sections for posting in the Commission's eLibrary;
4. Workpapers providing the underlying calculations for the proposed rates and charges, labeled as Appendices A through F; and
5. This transmittal letter.

Trailblazer respectfully requests Commission action on this filing by April 19, 2024 to provide sufficient time and notice for shippers on Trailblazer to adjust gas supply quantities under new FL&U Reimbursement Percentages and the PCT Reimbursement Charge for May 2024 business.

Trailblazer requests any and all waivers that may be required so that the tendered Proposed Tariff Sections can become effective on May 1, 2024. Pursuant to 18 CFR § 154.7(a)(9) and 154.206, Trailblazer hereby moves to place the Proposed Tariff Sections into effect at the end of the suspension period, if any, specified in a Commission order permitting these proposed changes to go into effect without change. If the Commission directs Trailblazer to change any aspect of Trailblazer's proposal prior to the Proposed Tariff Sections becoming effective, Trailblazer reserves the right to file a later motion to place the Proposed Tariff Sections into effect.

Communications and Service

Trailblazer requests that all Commission orders and correspondence, as well as pleadings and correspondence by other parties concerning this filing, be served on each of the following:

Debbie-Anne A. Reese, Acting Secretary

March 29, 2024

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L. Drew Cutright
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A copy of this filing is being served on Trailblazer's customers and all interested state commissions. A copy of this filing is also available for inspection during regular business hours at Trailblazer's office in Lakewood, Colorado.

Certification

The signature on this filing constitutes a certification that: (1) I have read the filing; (2) to the best of my knowledge and belief, the statements and information contained herein are true and correct; and (3) I possess full power and authority to sign this filing.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "L. Drew Cutright". The signature is stylized and cursive.

L. Drew Cutright
Vice President, Regulatory Affairs
Tallgrass Energy, LP

Authorized Representative of Trailblazer Pipeline Company LLC

Clean Tariff Records

**CURRENTLY EFFECTIVE RATES
Expansion System FTS, FTB, ITS and AOR Quantities
Fuel and Lost and Unaccounted For Reimbursement Percentages
(L&U applicable to Expansion and Existing Shippers)**

Fuel Retention:

Expansion System Fuel Reimbursement Percentage ("EFAP")
Under and Over Recovered Fuel ("UFRA")
Fuel Reimbursement Percentage **1/ 2/ 3/ 4/ 6/**

Expansion

0.35%
(0.62%)
0.00% **5/**

Lost and Unaccounted For ("L&U") Retention:

Current Projected Lost and Unaccounted For
Under and Over-Recovered- Lost and Unaccounted For Gas ("UL&U")
L&U Reimbursement Percentage **6/**

Expansion

0.00%
0.01%
0.01%

Existing

0.00%
0.00%
0.00%

- 1/ The Fuel Reimbursement Percentages shall be applied to and retained from quantities received into Transporter's System. This percentage is subject to adjustment in accordance with Section 38 of the General Terms and Conditions of this Tariff.
- 2/ Discounts or exemptions to the applicable Fuel Reimbursement Percentage may only be afforded under FERC policy, as it may exist from time-to-time. Transporter shall bear the risk of any under-recovery of Fuel, consistent with the provisions of Section 35 (Negotiated Rates) of the General Terms and Conditions of this Tariff.
- 3/ Backhauls will not be assessed the Fuel Reimbursement Percentage, but shall be charged Expansion L&U.
- 4/ The Total Fuel applicable for all transportation forward haul quantities, except forward haul commodity quantities delivered to East Cheyenne Gas Storage (Location 45401) for which a 0.25% Surcharge Fuel percentage rate, plus L&U Reimbursement Percentage, shall apply.
- 5/ Because the Fuel Reimbursement Percentage would otherwise be negative, the Fuel Reimbursement Percentage is reflected as 0.00%. Summing the negative Fuel Reimbursement Percentage of (0.27%) and the positive L&U Reimbursement Percentage of 0.01% results in a Total FL&U Reimbursement Percentage of (0.26%). Because the calculated Total FL&U Reimbursement Percentage is negative, the effective Total FL&U Reimbursement Percentage is 0.00%.
- 6/ No Fuel or L&U Reimbursement Percentage will be assessed for services provided entirely within the Cheyenne Hub.

CURRENTLY EFFECTIVE RATES
Expansion System FTS, FTB, ITS and AOR Quantities
Power Cost Tracker (PCT) Reimbursement Charges
1/ 2/

PCT Reimbursement Charges:	Expansion
Expansion System PCT Reimbursement Charge	\$0.0564
Unrecovered PCT Reimbursement Adjustment ("UPRA")	<u>\$(0.0049)</u>
Total PCT Reimbursement Charge 3/ 4/ 5/	<u>\$0.0515</u>

- 1/ The PCT Reimbursement Charges, subject to adjustment, shall be applied to quantities delivered on Transporter's System. This charge is subject to adjustment in accordance with Section 40 of the General Terms and Conditions of this Tariff.
- 2/ Discounts or exemptions to the applicable PCT Reimbursement Charge may only be afforded under FERC policy, as it may exist from time-to-time. Transporter shall bear the risk of any under-recovery of Electric Power Cost, consistent with the provisions of Section 35 (Negotiated Rates) of the General Terms and Conditions of this Tariff.
- 3/ Backhauls will not be assessed the PCT Reimbursement Charge, but shall be charged Expansion L&U.
- 4/ No PCT Reimbursement Charge is to be assessed for transportation forward haul quantities delivered to East Cheyenne Gas Storage (Location 45401).
- 5/ No PCT Reimbursement Charge will be assessed for services provided entirely within the Cheyenne Hub.

Marked Tariff Records

**CURRENTLY EFFECTIVE RATES
Expansion System FTS, FTB, ITS and AOR Quantities
Fuel and Lost and Unaccounted For Reimbursement Percentages
(L&U applicable to Expansion and Existing Shippers)**

Fuel Retention:

Expansion System Fuel Reimbursement Percentage ("EFAP")	Expansion	
Under and Over Recovered Fuel ("UFRA")	<u>0.350.56%</u>	
Fuel Reimbursement Percentage 1/ 2/ 3/ 4/ 6/	<u>(0.620.27%)</u>	
	<u>0.000.29%</u>	5/

Lost and Unaccounted For ("L&U") Retention:

	Expansion	Existing
Current Projected Lost and Unaccounted For	0.00%	0.00%
Under and Over-Recovered- Lost and Unaccounted For Gas ("UL&U")	<u>(0.010.42%)</u>	<u>0.00%</u>
L&U Reimbursement Percentage 6/	<u>0.000.01%</u>	0.00%

- 1/ The Fuel Reimbursement Percentages shall be applied to and retained from quantities received into Transporter's System. This percentage is subject to adjustment in accordance with Section 38 of the General Terms and Conditions of this Tariff.
- 2/ Discounts or exemptions to the applicable Fuel Reimbursement Percentage may only be afforded under FERC policy, as it may exist from time-to-time. Transporter shall bear the risk of any under-recovery of Fuel, consistent with the provisions of Section 35 (Negotiated Rates) of the General Terms and Conditions of this Tariff.
- 3/ Backhauls will not be assessed the Fuel Reimbursement Percentage, but shall be charged Expansion L&U.
- 4/ The Total Fuel applicable for all transportation forward haul quantities, except forward haul commodity quantities delivered to East Cheyenne Gas Storage (Location 45401) for which a 0.25% Surcharge Fuel percentage rate, plus L&U Reimbursement Percentage, shall apply.
- 5/ Because the ~~Fuel Reimbursement L&U Reimbursement~~ Percentage would otherwise be negative, the ~~Fuel~~L&U Reimbursement Percentage is reflected as 0.00%. -Summing the ~~negative~~ Fuel Reimbursement Percentage of (0.270.29%) and the ~~positivenegative~~ L&U Reimbursement Percentage of (0.010.42%) results in a Total FL&U Reimbursement Percentage of (0.260.13%). Because the calculated Total FL&U Reimbursement Percentage is negative, the effective Total FL&U Reimbursement Percentage is 0.00%.
- 6/ No Fuel or L&U Reimbursement Percentage will be assessed for services provided entirely within the Cheyenne Hub.

CURRENTLY EFFECTIVE RATES
Expansion System FTS, FTB, ITS and AOR Quantities
Power Cost Tracker (PCT) Reimbursement Charges
 1/ 2/

PCT Reimbursement Charges:	Expansion
Expansion System PCT Reimbursement Charge	\$0.05640 0.0715
Unrecovered PCT Reimbursement Adjustment ("UPRA")	\$(0.0049) 0.0153
Total PCT Reimbursement Charge 3/ 4/ 5/	\$0.05150 0.0868

- 1/ The PCT Reimbursement Charges, subject to adjustment, shall be applied to quantities delivered on Transporter's System. This charge is subject to adjustment in accordance with Section 40 of the General Terms and Conditions of this Tariff.

- 2/ Discounts or exemptions to the applicable PCT Reimbursement Charge may only be afforded under FERC policy, as it may exist from time-to-time. Transporter shall bear the risk of any under-recovery of Electric Power Cost, consistent with the provisions of Section 35 (Negotiated Rates) of the General Terms and Conditions of this Tariff.

- 3/ Backhauls will not be assessed the PCT Reimbursement Charge, but shall be charged Expansion L&U.

- 4/ No PCT Reimbursement Charge is to be assessed for transportation forward haul quantities delivered to East Cheyenne Gas Storage (Location 45401).

- 5/ No PCT Reimbursement Charge will be assessed for services provided entirely within the Cheyenne Hub.

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of L&U Reimbursement Percentage, Fuel Reimbursement Percentage, and Total PCT Reimbursement Charge

Effective May 1, 2024

Line No.		Lost & Unaccounted For Retention		
		Existing System	Expansion System	
1	Current L&U	0.00%	0.00%	Appendix B, Page 2
2	Under/(Over)-Recovered L&U (UL&U)	<u>0.00%</u>	<u>0.01%</u>	Appendix D
3	L&U Reimbursement Percentage	<u>0.00%</u>	<u>0.01%</u>	
			Fuel Retention (Expansion)	
4	Expansion System Fuel Reimbursement Percentage (EFAP)		0.35%	Appendix B, Page 1
5	Under/(Over)-Recovered Fuel (UFRA)		<u>(0.62%)</u>	Appendix D
6	Fuel Reimbursement Percentage		<u>(0.27%)</u> 1/	
			Total FL&U Retention (Expansion)	
7	L&U Reimbursement Percentage		0.01%	
8	Fuel Reimbursement Percentage		<u>(0.27%)</u>	
9	Total FL&U Reimbursement Percentage		<u>(0.26%)</u> 2/	
			PCT Reimbursement Charges (Expansion)	
10	Expansion System PCT Reimbursement Charge		\$0.0564	Appendix C
11	Unrecovered PCT Reimbursement Adjustment (UPRA)		<u>(\$0.0049)</u>	Appendix D
12	Total PCT Reimbursement Charge		<u>\$0.0515</u>	

Note: 1/ Because the Fuel Reimbursement Percentage would otherwise be negative, the Fuel Reimbursement Percentage is reflected as 0.00% on the tariff record listing currently effective rates.

2/ Because the total FL&U Reimbursement Percentage would otherwise be negative, the total FL&U Reimbursement Percentage is reflected as 0.00% in footnote 5 of the tariff record listing currently effective rates.

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA) - FL&U Reimbursement Percentages

Expansion System Fuel (EFAP)

Effective May 1, 2024

<u>Line No.</u>	<u>Month</u>		Gas Compressor Fuel <u>Station 601</u> (Dth) 1/
1	Jan-23		1,442
2	Feb-23		2,421
3	Mar-23		635
4	Apr-23		569
5	May-23		17,189
6	Jun-23		39,653
7	Jul-23		6,249
8	Aug-23		10,880
9	Sep-23		20,795
10	Oct-23		23,562
11	Nov-23		50,008
12	Dec-23		436
13			<u>173,839</u>
14	East Cheyenne Throughput (Dth)	9,817,599	1/
15	East Cheyenne Fixed Tariff Rate	<u>0.25%</u>	
16	East Cheyenne Fuel Recovery	24,544	<u>(24,544)</u>
17	Net Fuel		149,295
18	Annual Volumes (Dth)		<u>43,163,105</u> 1/
19	Expansion System Fuel Reimbursement Percentage (EFAP)		<u><u>0.35%</u></u>

Note: 1/ Appendix E, Page 2.

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA) - FL&U Reimbursement Percentages

Current L&U

Effective May 1, 2024

<u>Line No.</u>	<u>Month</u>	<u>Unaccounted For</u> (Dth) 1/
1	Jan-23	(38,470)
2	Feb-23	(7,546)
3	Mar-23	2,242
4	Apr-23	43,198
5	May-23	27,891
6	Jun-23	16,692
7	Jul-23	(14,619)
8	Aug-23	(47,684)
9	Sep-23	(31,731)
10	Oct-23	(75,780)
11	Nov-23	(60,549)
12	Dec-23	(40,543)
13	Total Loss/(Gain)	<u>(226,899)</u>
14	Annual Volumes (Dth)	197,902,633 1/
15	L&U Reimbursement Percentage	<u>(0.11%)</u>
16	Proposed L&U Reimbursement Percentage	<u>0.00% 2/</u>

Notes: 1/ Appendix E, Page 1.

2/ Because the L&U Reimbursement Percentage would otherwise be negative, the L&U Reimbursement Percentage will be reflected as 0.00% on the tariff record listing currently effective rates.

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA) - PCT Reimbursement Charges

Expansion System PCT Reimbursement Charge

Effective May 1, 2024

<u>Line No.</u>	<u>Month</u>	<u>Station 602</u>	<u>Station 603</u>	<u>Total</u>
		1/	1/	
1	Jan-23	\$168,599	\$103,948	\$272,547
2	Feb-23	\$180,194	\$132,139	\$312,333
3	Mar-23	\$219,360	\$35,406	\$254,766
4	Apr-23	\$108,140	\$35,127	\$143,267
5	May-23	\$160,541	\$113,896	\$274,437
6	Jun-23	\$278,172	\$277,408	\$555,580
7	Jul-23	\$257,561	\$232,352	\$489,913
8	Aug-23	\$248,662	\$161,082	\$409,744
9	Sep-23	\$237,782	\$204,938	\$442,720
10	Oct-23	\$266,280	\$219,350	\$485,630
11	Nov-23	\$198,121	\$266,076	\$464,197
12	Dec-23	\$261,309	\$182,829	\$444,138
13		<u>\$2,584,721</u>	<u>\$1,964,551</u>	<u>\$4,549,272</u>
14	Existing System Embedded Electric Power Costs			<u>(\$2,000,000)</u>
15				\$2,549,272
16	Annual Volumes (Dth)			<u>45,160,427</u> 2/
17	Expansion System PCT Reimbursement Charge			<u><u>\$0.0564</u></u>

Note: 1/ Appendix E, Page 3.

2/ Appendix E, Page 3 (sum of Expansion, ITS, and AOR commodity quantities).

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of UL&U, UFRA, UPRA

Effective May 1, 2024

Line No.		Lost & Unaccounted For Retention		
		Existing System L&U	Expansion System L&U	
1	Under/(Over)-Recovered L&U (UL&U) (Dth)	(176,914)	4,010	1/
2	Existing System Over-Recovered L&U (Cashed-Out at Monthly AMIP)	<u>176,914</u>	<u>0</u>	
3	Under/(Over)-Recovered Lost and Unaccounted For Gas (UL&U)	0	4,010	
4	Amortization Volumes (Appendix E)	<u>154,739,528</u>	<u>43,163,105</u>	1/
5	UL&U Percentage	<u>0.00%</u>	<u>0.01%</u>	
			Fuel Retention (Expansion)	
6	Under/(Over)-Recovered Fuel (UFRA) (Dth)		(265,689)	2/
7	Amortization Volumes (Appendix E)		<u>43,163,105</u>	2/
8	UFRA Percentage		<u>(0.62%)</u>	
			PCT Reimbursement Charges (Expansion)	
9	Under/(Over)-Recovered PCT Reimbursement		(\$222,468)	3/
10	Amortization Volumes		<u>45,160,427</u>	4/
11	Unrecovered PCT Reimbursement Adjustment (UPRA)		<u>(\$0.0049)</u>	

Notes: 1/ Appendix E, Page 1.

2/ Appendix E, Page 2.

3/ Appendix E, Page 3.

4/ Appendix E, Page 3 (sum of Expansion, ITS, and AOR commodity quantities).

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 38.5
For The Period January 1, 2023 to December 31, 2023
Lost & Unaccounted For - Under/(Over)-Recovered L&U (UL&U) Deferred Account

Line No.		Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Total
	Lost & Unaccounted For													
	<u>L&U Loss/(Gain)</u>													
1	Physical Transmission Receipts	13,238,152	12,232,316	14,549,791	14,066,412	20,822,607	21,384,518	17,678,293	18,259,016	20,795,008	21,891,119	19,044,155	16,591,598	210,552,985
2	Physical Transmission Deliveries	<u>13,276,622</u>	<u>12,239,862</u>	<u>14,547,549</u>	<u>14,023,214</u>	<u>20,794,716</u>	<u>21,367,826</u>	<u>17,692,912</u>	<u>18,306,700</u>	<u>20,826,739</u>	<u>21,966,899</u>	<u>19,104,704</u>	<u>16,632,141</u>	<u>210,779,884</u>
3	Loss/(Gain)	(38,470)	(7,546)	2,242	43,198	27,891	16,692	(14,619)	(47,684)	(31,731)	(75,780)	(60,549)	(40,543)	(226,899)
	<u>Throughput (Forward Haul)</u>													
4	Existing	10,580,988	9,644,779	11,967,599	9,199,513	13,761,840	14,432,269	13,894,184	14,431,159	14,178,243	15,243,238	14,128,387	13,277,329	154,739,528
5	Expansion	<u>3,365,914</u>	<u>2,852,523</u>	<u>2,681,275</u>	<u>2,124,051</u>	<u>4,499,941</u>	<u>4,741,472</u>	<u>3,282,179</u>	<u>3,019,256</u>	<u>3,960,140</u>	<u>4,200,677</u>	<u>4,971,377</u>	<u>3,464,300</u>	<u>43,163,105</u>
6		13,946,902	12,497,302	14,648,874	11,323,564	18,261,781	19,173,741	17,176,363	17,450,415	18,138,383	19,443,915	19,099,764	16,741,629	197,902,633
	<u>Allocation of L&U</u>													
7	Existing	(29,186)	(5,824)	1,832	35,095	21,018	12,564	(11,825)	(39,434)	(24,803)	(59,408)	(44,789)	(32,154)	(176,914)
8	Expansion	<u>(9,284)</u>	<u>(1,722)</u>	<u>410</u>	<u>8,103</u>	<u>6,873</u>	<u>4,128</u>	<u>(2,794)</u>	<u>(8,250)</u>	<u>(6,928)</u>	<u>(16,372)</u>	<u>(15,760)</u>	<u>(8,389)</u>	<u>(49,985)</u>
9		(38,470)	(7,546)	2,242	43,198	27,891	16,692	(14,619)	(47,684)	(31,731)	(75,780)	(60,549)	(40,543)	(226,899)
	<u>Recovery of L&U</u>													
10	Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Expansion	<u>(14,137)</u>	<u>(11,981)</u>	<u>(11,261)</u>	<u>(8,921)</u>	<u>(13,050)</u>	<u>(13,750)</u>	<u>(9,518)</u>	<u>(8,756)</u>	<u>(11,484)</u>	<u>(12,182)</u>	<u>(14,417)</u>	<u>(10,046)</u>	<u>(139,503)</u>
12		(14,137)	(11,981)	(11,261)	(8,921)	(13,050)	(13,750)	(9,518)	(8,756)	(11,484)	(12,182)	(14,417)	(10,046)	(139,503)
13														
	<u>Under/(Over)-Recovery (UL&U)</u>													
14	Existing	(29,186)	(5,824)	1,832	35,095	21,018	12,564	(11,825)	(39,434)	(24,803)	(59,408)	(44,789)	(32,154)	(176,914)
15	Expansion	<u>4,853</u>	<u>10,259</u>	<u>11,671</u>	<u>17,024</u>	<u>19,923</u>	<u>17,878</u>	<u>6,724</u>	<u>506</u>	<u>4,556</u>	<u>(4,190)</u>	<u>(1,343)</u>	<u>1,657</u>	<u>89,518</u>
16		(24,333)	4,435	13,503	52,119	40,941	30,442	(5,101)	(38,928)	(20,247)	(63,598)	(46,132)	(30,497)	(87,396)
	<u>UL&U Deferred Account</u>													
	Existing													
17	Beginning Balance - Under/(Over)-Recovery	0	(29,186)	(35,009)	(33,178)	1,917	22,936	35,500	23,674	(15,759)	(40,563)	(99,971)	(144,760)	
18	Monthly Deferral - Charge/(Credit)	<u>(29,186)</u>	<u>(5,824)</u>	<u>1,832</u>	<u>35,095</u>	<u>21,018</u>	<u>12,564</u>	<u>(11,825)</u>	<u>(39,434)</u>	<u>(24,803)</u>	<u>(59,408)</u>	<u>(44,789)</u>	<u>(32,154)</u>	
19	Ending Balance Under/(Over)-Recovery	(29,186)	(35,009)	(33,178)	1,917	22,936	35,500	23,674	(15,759)	(40,563)	(99,971)	(144,760)	(176,914)	(176,914)
	Net UL&U Overcollection Cashout Pursuant to Section 38.5 (c) i													
20	Monthly AMIP	<u>\$3,3767</u>	<u>\$2,4110</u>	<u>\$2,3135</u>	<u>\$1,9505</u>	<u>\$1,8575</u>	<u>\$1,9985</u>	<u>\$2,2763</u>	<u>\$2,2955</u>	<u>\$2,2025</u>	<u>\$2,2450</u>	<u>\$2,3140</u>	<u>\$2,1135</u>	
21	Net L&U Overcollection to be Cashed Out	(\$98,551)	(\$14,041)	\$4,237	\$68,453	\$39,041	\$25,110	(\$26,918)	(\$90,520)	(\$54,629)	(\$133,372)	(\$103,642)	(\$67,957)	(\$452,789)
	Expansion													
22	Beginning Balance - Under/(Over)-Recovery	(85,508)	(80,655)	(70,397)	(58,725)	(41,701)	(21,779)	(3,901)	2,824	3,329	7,886	3,696	2,353	
23	Monthly Deferral - Charge/(Credit)	<u>4,853</u>	<u>10,259</u>	<u>11,671</u>	<u>17,024</u>	<u>19,923</u>	<u>17,878</u>	<u>6,724</u>	<u>506</u>	<u>4,556</u>	<u>(4,190)</u>	<u>(1,343)</u>	<u>1,657</u>	
24	Ending Balance Under/(Over)-Recovery	(80,655)	(70,397)	(58,725)	(41,701)	(21,779)	(3,901)	2,824	3,329	7,886	3,696	2,353	4,010	4,010

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 38.5
For The Period January 1, 2023 to December 31, 2023

Fuel - Under/(Over)-Recovered Fuel (UFRA) Deferred Account

Line No.		Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Total
	Fuel													
1	<u>Burned</u>	1,442	2,421	635	569	17,189	39,653	6,249	10,880	20,795	23,562	50,008	436	173,839
	<u>Recoveries</u>													
2	Volumes Subject to Fuel	3,365,914	2,852,523	2,681,275	2,124,051	4,499,941	4,741,472	3,282,179	3,019,256	3,960,140	4,200,677	4,971,377	3,464,300	43,163,105
3	Billing Factor	<u>1.01%</u>	<u>1.01%</u>	<u>1.01%</u>	<u>1.01%</u>	<u>0.29%</u>	<u>0.29%</u>	<u>0.29%</u>	<u>0.29%</u>	<u>0.29%</u>	<u>0.29%</u>	<u>0.29%</u>	<u>0.29%</u>	
4		33,996	28,810	27,081	21,453	13,050	13,750	9,518	8,756	11,484	12,182	14,417	10,046	204,544
5	Backhaul Volumes Not Subject to Fuel	5,683,292	2,265,936	2,396,397	878,715	52,809	167,574	1,648,881	488,300	44,535	47,999	1,390,790	990,933	16,056,161
6	Billing Factor	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	<u>0.00%</u>	
7		0	0	0	0	0	0	0	0	0	0	0	0	0
8	East Cheyenne Volumes	71,042	73,969	389,517	600,034	2,143,623	1,531,089	33,674	1,070,532	1,393,633	2,429,804	46,138	34,544	9,817,599
9	Billing Factor	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	<u>0.25%</u>	
10		178	185	974	1,500	5,359	3,828	84	2,676	3,484	6,075	115	86	24,544
11	Total Recoveries	<u>34,173</u>	<u>28,995</u>	<u>28,055</u>	<u>22,953</u>	<u>18,409</u>	<u>17,578</u>	<u>9,603</u>	<u>11,432</u>	<u>14,968</u>	<u>18,256</u>	<u>14,532</u>	<u>10,133</u>	<u>229,088</u>
12	Under/(Over)-Recovery (UFRA)	(32,731)	(26,574)	(27,420)	(22,384)	(1,220)	22,075	(3,354)	(552)	5,827	5,306	35,476	(9,697)	(55,249)
	<u>UFRA Deferred Account</u>													
13	Beginning Balance - Under/(Over)-Recovery	(210,440)	(243,171)	(269,746)	(297,165)	(319,549)	(320,769)	(298,694)	(302,048)	(302,600)	(296,773)	(291,468)	(255,992)	
14	Monthly Deferral - Charge/(Credit)	<u>(32,731)</u>	<u>(26,574)</u>	<u>(27,420)</u>	<u>(22,384)</u>	<u>(1,220)</u>	<u>22,075</u>	<u>(3,354)</u>	<u>(552)</u>	<u>5,827</u>	<u>5,306</u>	<u>35,476</u>	<u>(9,697)</u>	
15	Ending Balance Under/(Over)-Recovery	(243,171)	(269,746)	(297,165)	(319,549)	(320,769)	(298,694)	(302,048)	(302,600)	(296,773)	(291,468)	(255,992)	(265,689)	<u>(265,689)</u>

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 40.5
For The Period January 1, 2023 to December 31, 2023
PCT - Unrecovered PCT Reimbursement Adjustment (UPRA) Deferred Account

Line No.		Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Total
	Electric													
	<u>Power Charges</u>													
1	602	\$ 168,598.98	\$ 180,194.32	\$ 219,359.98	\$ 108,140.06	\$ 160,541.13	\$ 278,172.37	\$ 257,561.26	\$ 248,661.97	\$ 237,781.58	\$ 266,279.67	\$ 198,121.08	\$ 261,309.03	\$2,584,721
2	603	\$ 103,948.00	\$ 132,139.00	\$ 35,406.00	\$ 35,127.00	\$ 113,896.00	\$ 277,408.00	\$ 232,352.00	\$ 161,082.00	\$ 204,938.00	\$ 219,350.00	\$ 266,076.00	\$ 182,829.00	\$1,964,551
3		\$272,547	\$312,333	\$254,766	\$143,267	\$274,437	\$555,580	\$489,913	\$409,744	\$442,720	\$485,630	\$464,197	\$444,138	\$4,549,272
	<u>Recoveries</u>													
	Base Shipper Embedded													
4	Reservation	522,263	522,263	522,263	522,263	522,263	522,263	522,263	522,263	522,263	522,263	522,263	522,263	6,267,156
5	Billing Factor	\$0.1482	\$0.1482	\$0.1482	\$0.1482	\$0.1482	\$0.1482	\$0.1482	\$0.1482	\$0.1482	\$0.1482	\$0.1482	\$0.1482	
6		\$77,399	\$77,399	\$77,399	\$77,399	\$77,399	\$77,399	\$77,399	\$77,399	\$77,399	\$77,399	\$77,399	\$77,399	\$928,793
7	Commodity	10,500,964	9,601,035	11,906,064	9,180,291	13,528,441	13,955,243	13,180,791	14,089,264	14,093,011	15,132,967	14,088,901	13,238,742	152,495,714
8	Billing Factor	\$0.0049	\$0.0049	\$0.0049	\$0.0049	\$0.0049	\$0.0049	\$0.0049	\$0.0049	\$0.0049	\$0.0049	\$0.0049	\$0.0049	
9		\$51,455	\$47,045	\$58,340	\$44,983	\$66,289	\$68,381	\$64,586	\$69,037	\$69,056	\$74,152	\$69,036	\$64,870	\$747,229
10	Total Embedded	\$128,854	\$124,444	\$135,739	\$122,383	\$143,689	\$145,780	\$141,985	\$146,437	\$146,455	\$151,551	\$146,435	\$142,269	\$1,676,022
	Expansion													
11	Commodity	3,036,138	2,831,912	2,658,403	2,098,185	4,469,873	4,694,122	3,258,190	3,000,335	3,938,457	4,150,029	4,911,433	3,458,322	42,505,399
12	Billing Factor	\$0.0763	\$0.0763	\$0.0763	\$0.0763	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	
13		\$231,657	\$216,075	\$202,836	\$160,092	\$387,985	\$407,450	\$282,811	\$260,429	\$341,858	\$360,223	\$426,312	\$300,182	\$3,577,910
	ITS													
14	Commodity	153,331	-	9,993	11,875	26,811	45,777	20,865	17,397	16,604	56,472	57,491	-	416,616
15	Billing Factor	\$0.0763	\$0.0763	\$0.0763	\$0.0763	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	
16		\$11,699	\$0	\$762	\$906	\$2,327	\$3,973	\$1,811	\$1,510	\$1,441	\$4,902	\$4,990	\$0	\$34,323
	AOR													
17	Commodity	104,320	42,059	52,618	18,053	231,446	469,680	702,405	356,605	78,823	104,943	37,779	39,681	2,238,412
18	Billing Factor	\$0.0763	\$0.0763	\$0.0763	\$0.0763	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0868	
19		\$7,960	\$3,209	\$4,015	\$1,377	\$20,090	\$40,768	\$60,969	\$30,953	\$6,842	\$9,109	\$3,279	\$3,444	\$192,015
20	Total Recoveries	\$380,170	\$343,728	\$343,352	\$284,758	\$554,090	\$597,972	\$487,576	\$439,329	\$496,596	\$525,784	\$581,017	\$445,896	\$5,480,269
	<u>Unrecovered PCT Reimbursement Adjustment (UPRA)</u>													
21	Power Costs	\$272,547	\$312,333	\$254,766	\$143,267	\$274,437	\$555,580	\$489,913	\$409,744	\$442,720	\$485,630	\$464,197	\$444,138	\$4,549,272
22	Embedded	(\$128,854)	(\$124,444)	(\$135,739)	(\$122,383)	(\$143,689)	(\$145,780)	(\$141,985)	(\$146,437)	(\$146,455)	(\$151,551)	(\$146,435)	(\$142,269)	(\$1,676,022)
23		\$143,693	\$187,889	\$119,027	\$20,884	\$130,748	\$409,800	\$347,928	\$263,307	\$296,264	\$334,079	\$317,762	\$301,869	\$2,873,251
24	Expansion & Other Recoveries	\$251,316	\$219,284	\$207,613	\$162,375	\$410,402	\$452,191	\$345,591	\$292,892	\$350,141	\$374,233	\$434,582	\$303,627	\$3,804,248
25	Under/(Over)-Collection	(\$107,623)	(\$31,395)	(\$88,586)	(\$141,491)	(\$279,653)	(\$42,391)	\$2,337	(\$29,585)	(\$53,877)	(\$40,155)	(\$116,820)	(\$1,758)	(\$930,997)
	<u>UPRA Deferred Account</u>													
26	Beginning Balance - Under/(Over)-Recovery	\$708,529	\$600,906	\$569,511	\$480,924	\$339,433	\$59,780	\$17,389	\$19,726	(\$9,859)	(\$63,736)	(\$103,890)	(\$220,710)	
27	Monthly Deferral - Charge/(Credit)	(\$107,623)	(\$31,395)	(\$88,586)	(\$141,491)	(\$279,653)	(\$42,391)	\$2,337	(\$29,585)	(\$53,877)	(\$40,155)	(\$116,820)	(\$1,758)	
28	Ending Balance Under/(Over)-Recovery	\$600,906	\$569,511	\$480,924	\$339,433	\$59,780	\$17,389	\$19,726	(\$9,859)	(\$63,736)	(\$103,890)	(\$220,710)	(\$222,468)	(\$222,468)

Trailblazer Pipeline Company LLC

Allocation of Net UL&U (Deferred Account) Overcollection Pursuant to Section 38.5 (c) i

Total UL&U (Deferred Account) Overcollection Allocated to Existing System @ Monthly AMIP

(\$452,789.00) 1/

Line No.	Shipper No.	Existing System Total Throughput (Dth)												Total	% of Total	Allocated Refund
		Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23			
1	302	10,000	0	0	3,000	0	0	0	0	0	0	0	0	13,000	0.00778%	(\$35.21)
2	1073	985,700	1,462,989	1,792,198	722,900	1,773,194	2,235,000	1,651,050	2,053,100	2,085,856	2,293,900	2,062,700	1,693,200	20,811,787	12.44884%	(\$56,366.96)
3	1464	155,000	149,636	155,919	170,156	153,581	123,545	157,665	94,039	59,390	62,718	139,764	154,947	1,576,360	0.94292%	(\$4,269.44)
4	1811	1,073,142	962,625	1,238,267	1,076,653	1,612,035	1,795,851	2,105,685	1,713,270	1,415,760	1,483,676	1,280,061	1,255,176	17,012,201	10.17607%	(\$46,076.11)
5	2281	11,377	10,275	11,377	0	0	0	11,377	11,377	11,010	11,377	11,010	11,377	100,557	0.06015%	(\$272.35)
6	2838	153,331	477,965	160,902	0	4,636	160	3,445	976	0	14,061	4,500	16,275	836,251	0.50021%	(\$2,264.92)
7	3187	39,582	0	0	0	0	0	0	0	0	0	0	0	39,582	0.02368%	(\$107.20)
8	3356	0	0	0	11,040	11,405	0	0	0	0	0	0	0	22,445	0.01343%	(\$60.79)
9	3723	3,320,495	2,922,924	3,948,105	3,066,248	4,031,065	3,975,253	3,579,438	4,056,695	4,220,379	4,577,789	4,372,308	4,157,520	46,228,219	27.65200%	(\$125,205.22)
10	3748	125,250	138,108	224,373	235,617	297,292	288,000	297,600	296,918	287,340	297,600	285,840	269,600	3,043,538	1.82053%	(\$8,243.17)
11	4464	79,671	76,167	80,356	75,805	82,048	71,771	76,021	62,421	78,661	76,258	81,204	80,876	921,259	0.55106%	(\$2,495.15)
12	4528	0	0	0	753,362	623,339	688,305	638,427	648,513	591,182	674,367	397,958	603,260	5,618,713	3.36091%	(\$15,217.81)
13	4980	489,091	441,790	452,598	460,666	462,080	451,502	456,947	520,986	465,396	483,157	469,447	485,045	5,638,705	3.37286%	(\$15,271.96)
14	5166	127,120	69,327	45,932	0	107,018	17,625	119,045	0	3,600	140,630	136,200	140,740	907,237	0.54268%	(\$2,457.17)
15	5279	119,657	100,359	130,790	191,370	201,200	179,560	222,650	163,000	212,505	279,754	272,960	237,162	2,310,967	1.38233%	(\$6,259.06)
16	10040	17,965	20,447	22,540	21,570	22,630	21,227	22,450	22,461	21,342	22,580	22,076	22,818	260,106	0.15559%	(\$704.48)
17	10187	0	0	0	0	0	0	0	0	34,527	46,471	0	0	80,998	0.04845%	(\$219.38)
18	10239	418,365	589,746	720,732	0	0	0	0	0	0	0	0	0	1,728,843	1.03413%	(\$4,682.42)
19	10577	1,887,327	216,600	53,481	22,884	0	62,750	24,195	25,112	0	7,727	0	0	2,300,076	1.37582%	(\$6,229.56)
20	10579	0	0	0	0	0	0	0	0	2,000	0	112,482	(109,982)	4,500	0.00269%	(\$12.19)
21	11926	659,976	184,000	165,000	170,000	1,026,451	1,091,880	1,128,276	1,128,276	1,057,128	1,128,276	1,088,399	1,015,700	9,843,362	5.88793%	(\$26,659.91)
22	15034	0	0	5,000	30,000	394,989	337,571	170,700	267,500	242,500	325,000	219,584	3,600	1,996,444	1.19420%	(\$5,407.20)
23	15041	5,000	2,000	0	4,800	0	5,000	140,400	146,100	148,336	155,000	95,750	53,500	755,886	0.45214%	(\$2,047.25)
24	17997	425,465	385,494	387,708	224,743	255,325	410,086	346,544	436,365	419,347	449,235	427,434	367,389	4,535,135	2.71275%	(\$12,283.03)
25	18559	970,062	870,568	925,091	852,737	931,635	928,686	963,198	961,124	918,040	949,972	887,861	956,500	11,115,474	6.64886%	(\$30,105.32)
26	19129	1,770,508	1,424,600	1,881,118	1,489,558	1,955,926	1,931,508	1,955,336	1,923,760	1,893,053	1,978,213	1,813,528	1,890,284	21,907,392	13.10419%	(\$59,334.32)
27	21439	644,661	591,301	658,661	508,167	653,654	651,120	679,954	631,168	651,129	675,352	601,215	623,149	7,569,531	4.52781%	(\$20,501.43)
28	Grand Total	13,488,745	11,096,921	13,060,148	10,091,276	14,599,503	15,266,400	14,750,403	15,163,161	14,818,481	16,133,113	14,782,281	13,928,136	167,178,568	100.00000%	(\$452,789.00)

Note: 1/ Appendix E, Page 1.