



Trailblazer Pipeline Company LLC

September 30, 2025

Debbie-Anne A. Reese, 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. RP25-\_\_\_\_-000

Dear 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") an interim periodic rate adjustment report for the twelve-month base period ended June 30, 2025 (the "Base Period"), including the following revised tariff sections with a proposed effective date of November 1, 2025 (the "Proposed Tariff Sections"):

<u><b>Tariff Section</b></u>	<u><b>Section Version</b></u>
Curr. Eff. Rts. – FTS & FTB Expan Syst, ITS, and AOR Fuel & L&U	21.0.0
Curr. Eff. Rts. – Expan. System Power Cost Tracker Rates	16.0.0

Pursuant to 18 CFR § 154.7,<sup>1</sup> 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.

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<sup>1</sup> 18 CFR § 154.7 (2025).

### Statement of Nature, Reasons, and Basis for Filing

Trailblazer is making this filing in compliance with Sections 38.3(a) and 40.3 of Trailblazer's Tariff, which allow Trailblazer to re-determine the Fuel Reimbursement Percentage, Lost and Unaccounted For ("L&U") Reimbursement Percentage, and Total Power Cost Tracker ("PCT") Reimbursement Charge on an interim basis, to become effective on November 1, 2025.<sup>2</sup> 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 November 1, 2025. Appendices A-F provide the detailed calculations supporting the foregoing.

Subsequent to the FL&U and PCT reimbursement filing Trailblazer submitted on March 31, 2025, in Docket No. RP25-786-000, and approved by the Commission on April 30, 2025,<sup>3</sup> Trailblazer has experienced actual fuel and power costs in excess of what was forecasted beginning January 1, 2025. For that reason and in order to lessen the impact of proposed increases in a future annual filing, Trailblazer herein proposes to adjust its FL&U and PCT charges via the interim filing mechanism in Trailblazer's tariff.

As shown in the table below, the proposed increases for Expansion Shippers do not exceed the currently applicable caps on FL&U and PCT charges that were approved in Docket No. CP22-468-000:<sup>4</sup>

Expansion Shippers	Proposed 11/1/2025
FL&U Reimbursement	0.96%
<i>FL&amp;U Cap</i>	<i>1.11%</i>
PCT Charge	\$0.0574
<i>PCT Cap</i>	<i>\$0.0717</i>

### 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 June 30, 2025, plus any amounts contained in the applicable deferral accounts. Trailblazer has included all relevant supporting details in

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<sup>2</sup> Trailblazer's most recent interim filing was filed with the Commission in Docket No. RP17-1052-000 on September 15, 2017, and approved on October 13, 2017 (*Trailblazer Pipeline Company LLC*, Letter Order Pursuant to § 375.307, Docket No. RP17-1052-000, Accession No. 20171013-3046 (October 13, 2017)).

<sup>3</sup> *Trailblazer Pipeline Company LLC*, 191 FERC ¶ 61,092, Docket No. RP25-786-000, Accession No. 20250430-3097 (April 30, 2025).

<sup>4</sup> *Trailblazer Pipeline Company LLC and Rockies Express Pipeline LLC*, 185 FERC ¶ 61,039, Accession No. 20231023-3084 (October 23, 2023) at PP 40-42.

the attached Appendices A through F. Except where noted, 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 November 1, 2025. 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 12-month period beginning November 1, 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. Unless otherwise noted, 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 on forecasted Electric Power Costs and actual Receipt Quantities, as detailed in Appendix E.<sup>5</sup>

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 November 1, 2025. 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.

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<sup>5</sup> 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.

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 June 2025 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.

### **Additional Rate Data**

The rate underlying the Fuel Reimbursement Percentage is based on forecasted natural gas consumption for the twelve-month period beginning July 1, 2025. (See Appendix B.) The rate underlying the Total PCT Reimbursement Charge is based on forecasted electric usage attributable to Expansion System capacity for the twelve-month period beginning July 1, 2025. (See Appendix C.) The Fuel Reimbursement Percentage and the Total PCT Reimbursement Charge are calculated using forecasted and Base Period actual volumes, respectively, for the Expansion System.<sup>6</sup>

Fuel is allocated exclusively to Expansion System capacity for recovery under the EFAP, whereas electric compression costs 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 million<sup>7</sup> 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 and the allocation of these costs between Existing and Expansion System Shippers.

### **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.*, July 2024 through June 2025), Trailblazer observed an over-collection in its Lost and Unaccounted For – UL&U Deferred Account in the amount of 323,233 dekatherms ("Dth"); Trailblazer experienced an under-collection of fuel recoveries in its Fuel – UFRA Deferred Account in the amount of 1,337,184 Dth; and Trailblazer experienced an under-collection of its electric power costs in its PCT – UPRA Deferred Account in the amount of \$1,165,447. (See Appendix E, pages 1-3.)

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<sup>6</sup> See footnotes 2 and 3 above.

<sup>7</sup> 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 323,233 Dth. The overall gain resulted from a gain of 222,663 Dth that was allocated to the Existing System and a gain of 100,570 Dth that was allocated to the Expansion System. Coupled with the previously cashed out gains to Existing System Shippers for the July through December 2024 period, the net gain to be cashed out to Existing System Shippers is \$314,635. 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. Appendix F reflects the allocation to Existing System Shippers of the January through June 2025 L&U balance, priced at the applicable monthly AMIP. Pursuant to Section 38.5(c)(ii), the 100,570 Dth gain allocated to the Expansion System along with the beginning deferred account balance of 31,041 Dth gain is being carried forward to the Expansion L&U Reimbursement Percentage in the Recovery Period.

### **Procedural Matters**

Trailblazer respectfully requests Commission action on this filing by October 21, 2025, 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 November 2025 business.

Trailblazer requests any and all waivers that may be required so that the tendered Proposed Tariff Sections can become effective on November 1, 2025. 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:

L. Drew Cutright  
Vice President, Regulatory Affairs  
Tallgrass Energy, LP  
370 Van Gordon Street  
Lakewood, CO 80228  
Telephone: 303-763-3438  
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370 Van Gordon Street  
Lakewood, CO 80228  
Telephone: 801-230-8442  
stewart.merrick@tallgrass.com

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.

Debbie-Anne A. Reese, Secretary

September 30, 2025

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### **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 with a large, looped "L" and a cursive "Cutright".

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/ 7/**

**Expansion**

0.60%  
0.51%  
 1.11%

**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/ 7/**

**Expansion****Existing**

0.00%      0.00%  
(0.15%)      0.00%  
 0.00% **5/**      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 L&U Reimbursement Percentage would otherwise be negative, the L&U Reimbursement Percentage is reflected as 0.00%. Summing the positive Fuel Reimbursement Percentage of 1.11% and the negative L&U Reimbursement Percentage of (0.15%) results in a Total FL&U Reimbursement Percentage of 0.96%.
- 6/ No Fuel or L&U Reimbursement Percentage will be assessed for services provided entirely within the Cheyenne Hub.
- 7/ The sum of the Fuel Reimbursement Percentage and the L&U Reimbursement Percentage for Expansion Shippers shall not exceed 1.11%.



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

<b>PCT Reimbursement Charges:</b>	<b>Expansion</b>
Expansion System PCT Reimbursement Charge	\$0.0513
Unrecovered PCT Reimbursement Adjustment ("UPRA")	<u>\$0.0061</u>
Total PCT Reimbursement Charge 3/ 4/ 5/ 6/	<u>\$0.0574</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.
- 6/ The Total PCT Reimbursement Charge for Expansion Shippers shall not exceed \$0.0717.

## **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")  
 Under and Over Recovered Fuel ("UFRA")  
 Fuel Reimbursement Percentage **1/ 2/ 3/ 4/ 6/ 7/**

**Expansion**

0.~~60~~**55**%  
 0.~~51~~**37**%  
1.110.92%

**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/ 7/**

**Expansion****Existing**

0.00%      0.00%  
 (0.~~15~~**12**%)      0.00%  
 0.00% **5/**      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 L&U Reimbursement Percentage would otherwise be negative, the L&U Reimbursement Percentage is reflected as 0.00%. Summing the positive Fuel Reimbursement Percentage of 1.110.92% and the negative L&U Reimbursement Percentage of (0.~~15~~**12**%) results in a Total FL&U Reimbursement Percentage of 0.~~96~~**80**%.
- 6/ No Fuel or L&U Reimbursement Percentage will be assessed for services provided entirely within the Cheyenne Hub.
- 7/ The sum of the Fuel Reimbursement Percentage and the L&U Reimbursement Percentage for Expansion Shippers shall not exceed 1.11%.

**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.~~05130080~~

Unrecovered PCT Reimbursement Adjustment ("UPRA")

\$~~0.0061(0.0244)~~

Total PCT Reimbursement Charge 3/ 4/ 5/ 6/

~~(\$0.05740164)~~

- 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.
- 6/ The Total PCT Reimbursement Charge for Expansion Shippers shall not exceed \$0.0717.

## Trailblazer Pipeline Company LLC

## Periodic Rate Adjustment (PRA)

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

Effective November 1, 2025

<u>Line No.</u>	<u>Lost &amp; Unaccounted For Retention</u>		
	<u>Existing System</u>	<u>Expansion System</u>	
1	Current L&U	0.00%	Appendix B, Page 2
2	Under/(Over)-Recovered L&U (UL&U)	0.00%	Appendix D
3	L&U Reimbursement Percentage	0.00%	
		<u>Fuel Retention</u> <u>(Expansion)</u>	
4	Expansion System Fuel Reimbursement Percentage (EFAP)	0.60%	Appendix B, Page 1
5	Under/(Over)-Recovered Fuel (UFRA)	0.51%	Appendix D
6	Fuel Reimbursement Percentage	1.11%	
		<u>Total FL&amp;U Retention</u> <u>(Expansion)</u>	
7	L&U Reimbursement Percentage	(0.15%)	
8	Fuel Reimbursement Percentage	1.11%	
9	Total FL&U Reimbursement Percentage	0.96%	
		<u>PCT Reimbursement</u> <u>Charges (Expansion)</u>	
10	Expansion System PCT Reimbursement Charge	\$0.0513	Appendix C
11	Unrecovered PCT Reimbursement Adjustment (UPRA)	\$0.0061	Appendix D
12	Total PCT Reimbursement Charge	\$0.0574	

Trailblazer Pipeline Company LLC

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

Expansion System Fuel (EFAP)

Effective November 1, 2025

<u>Line No.</u>	<u>Month</u>		Gas Compressor Fuel 1/ (Dth)
1	Jul-25		64,498
2	Aug-25		112,516
3	Sep-25		126,604
4	Oct-25		115,578
5	Nov-25		98,589
6	Dec-25		127,025
7	Jan-26		144,696
8	Feb-26		126,592
9	Mar-26		146,855
10	Apr-26		151,264
11	May-26		155,350
12	Jun-26		118,384
13			<u>1,487,951</u>
14	East Cheyenne Throughput (Dth)	11,440,165 2/	
15	East Cheyenne Fixed Tariff Rate	<u>0.25%</u>	
16	East Cheyenne Fuel Recovery	28,600	<u>(28,600)</u>
17	Net Fuel		1,459,351
18	Annual Volumes (Dth)		<u>244,448,673 3/</u>
19	Expansion System Fuel Reimbursement Percentage (EFAP)		<u><u>0.60%</u></u>

Notes:

1/ Appendix E, Page 2, Line 3.

2/ Appendix E, Page 2, Line 10.

3/ Appendix E, Page 2, Line 4.

Trailblazer Pipeline Company LLC

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

Current L&U

Effective November 1, 2025

<u>Line No.</u>	<u>Month</u>	<u>Unaccounted For</u> (Dth) 1/
1	Jul-25	(46,134)
2	Aug-25	(1,448)
3	Sep-25	(40,951)
4	Oct-25	(17,025)
5	Nov-25	1,589
6	Dec-25	(63,977)
7	Jan-26	(39,376)
8	Feb-26	(8,466)
9	Mar-26	(6,599)
10	Apr-26	(28,467)
11	May-26	(32,984)
12	Jun-26	(48,926)
13	Total Loss/(Gain)	<u>(332,764)</u>
14	Annual Volumes (Dth)	259,557,087 1/
15	L&U Reimbursement Percentage	<u><u>(0.13%)</u></u>
16	Proposed L&U Reimbursement Percentage	<u><u>0.00% 2/</u></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 November 1, 2025

<u>Line No.</u>	<u>Month</u>	Electric Power <u>Cost 1/</u>
1	Jul-25	\$630,683
2	Aug-25	\$163,554
3	Sep-25	\$191,975
4	Oct-25	\$190,648
5	Nov-25	\$185,964
6	Dec-25	\$366,700
7	Jan-26	\$580,637
8	Feb-26	\$600,199
9	Mar-26	\$845,534
10	Apr-26	\$867,990
11	May-26	\$1,033,702
12	Jun-26	\$885,252
13		<u>\$6,542,837</u>
14	Existing System Embedded Electric Power Costs	<u>(\$2,000,000)</u>
15	Net Electric Power Costs	\$4,542,837
16	Annual Volumes (Dth)	<u>88,534,065</u> 2/
17	Expansion System PCT Reimbursement Charge	<u><u>\$0.0513</u></u>

## Notes:

1/ Appendix E, Page 3, Line 4.

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



## Trailblazer Pipeline Company LLC

## Periodic Rate Adjustment (PRA)

## Determination of UL&amp;U, UFRA, UPRA

Effective November 1, 2025

<u>Line No.</u>		<u>Lost &amp; Unaccounted For Retention</u>		
		<u>Existing System</u> <u>L&amp;U</u>	<u>Expansion System</u> <u>L&amp;U</u>	
1	Under/(Over)-Recovered L&U (UL&U) (Dth)	(108,582)	(131,610)	1/
2	Existing System Over-Recovered L&U (Cashed-Out at Monthly AMIP)	<u>108,582</u>	<u>0</u>	
3	Under/(Over)-Recovered Lost and Unaccounted For Gas (UL&U)	0	(131,610)	
4	Amortization Volumes (Appendix E)	<u>171,832,238</u>	<u>87,724,849</u>	1/
5	UL&U Percentage	<u>0.00%</u>	<u>(0.15%)</u>	
		<u>Fuel Retention</u> <u>(Expansion)</u>		
6	Under/(Over)-Recovered Fuel (UFRA) (Dth)		1,240,677	2/
7	Amortization Volumes (Appendix E)		<u>244,448,673</u>	2/
8	UFRA Percentage		<u>0.51%</u>	
		<u>PCT Reimbursement Charges</u> <u>(Expansion)</u>		
9	Under/(Over)-Recovered PCT Reimbursement		\$542,551	3/
10	Amortization Volumes		<u>88,534,065</u>	4/
11	Unrecovered PCT Reimbursement Adjustment (UPRA)		<u>\$0.0061</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 July 1, 2024 to June 30, 2025  
Lost & Unaccounted For - Under/(Over)-Recovered L&U (UL&U) Deferred Account

Line No.		Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Total
	<u>Lost &amp; Unaccounted For</u>													
	<u>L&amp;U Loss/(Gain)</u>													
1	Trailblazer	(46,134)	851	(38,625)	(17,228)	3,068	(62,320)	(32,560)	(2,302)	(1,496)	(23,614)	(27,560)	(46,903)	(294,823)
2	Leased and 858 Capacity - REX and TIGT 1/	0	(2,299)	(2,326)	203	(1,479)	(1,657)	(6,816)	(6,164)	(5,103)	(4,853)	(5,424)	(2,023)	(37,941)
3	Loss/(Gain)	(46,134)	(1,448)	(40,951)	(17,025)	1,589	(63,977)	(39,376)	(8,466)	(6,599)	(28,467)	(32,984)	(48,926)	(332,764)
	<u>Throughput (Forward Haul)</u>													
4	Existing	15,108,414	14,998,177	14,911,935	13,831,975	12,028,043	14,629,672	14,230,807	13,608,350	15,527,211	14,477,038	14,920,179	13,560,437	171,832,238
5	Expansion	6,774,169	7,050,401	8,808,349	7,334,155	4,809,321	5,936,816	7,829,363	7,291,763	9,460,397	8,350,654	8,318,247	5,761,214	87,724,849
6		21,882,583	22,048,578	23,720,284	21,166,130	16,837,364	20,566,488	22,060,170	20,900,113	24,987,608	22,827,692	23,238,426	19,321,651	259,557,087
	<u>Allocation of L&amp;U</u>													
7	Existing	(31,852)	(985)	(25,744)	(11,126)	1,135	(45,509)	(25,401)	(5,512)	(4,101)	(18,053)	(21,177)	(34,338)	(222,663)
8	Expansion	(14,282)	(463)	(15,207)	(5,899)	454	(18,468)	(13,975)	(2,954)	(2,498)	(10,414)	(11,807)	(14,588)	(110,101)
9		(46,134)	(1,448)	(40,951)	(17,025)	1,589	(63,977)	(39,376)	(8,466)	(6,599)	(28,467)	(32,984)	(48,926)	(332,764)
	<u>Recovery of L&amp;U</u>													
10	Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Expansion	677	705	881	733	481	594	783	729	946	835	(9,982)	(6,913)	(9,531)
12		677	705	881	733	481	594	783	729	946	835	(9,982)	(6,913)	(9,531)
	<u>Under/(Over)-Recovery (UL&amp;U)</u>													
13	Existing	(31,852)	(985)	(25,744)	(11,126)	1,135	(45,509)	(25,401)	(5,512)	(4,101)	(18,053)	(21,177)	(34,338)	(222,663)
14	Expansion	(14,959)	(1,168)	(16,088)	(6,632)	(27)	(19,062)	(14,758)	(3,683)	(3,444)	(11,249)	(1,825)	(7,675)	(100,570)
15		(46,811)	(2,153)	(41,832)	(17,758)	1,108	(64,571)	(40,159)	(9,195)	(7,545)	(29,302)	(23,002)	(42,013)	(323,233)
	<u>UL&amp;U Deferred Account</u>													
	Existing													
16	Beginning Balance - Under/(Over)-Recovery	(193,168)	(225,020)	(226,005)	(251,749)	(262,875)	(261,740)	0	(25,401)	(30,913)	(35,014)	(53,067)	(74,245)	
17	Monthly Deferral - Charge/(Credit)	(31,852)	(985)	(25,744)	(11,126)	1,135	(45,509)	(25,401)	(5,512)	(4,101)	(18,053)	(21,177)	(34,338)	
18	Ending Balance Under/(Over)-Recovery	(225,020)	(226,005)	(251,749)	(262,875)	(261,740)	(307,249)	(25,401)	(30,913)	(35,014)	(53,067)	(74,245)	(108,582)	(108,582)
	Net UL&U Overcollection Cashout 2/													
19	Monthly AMIP	\$1.7400	\$1.5985	\$1.8400	\$1.8220	\$1.9155	\$2.7808	\$3.7400	\$3.6830	\$3.0867	\$2.4405	\$2.4545	\$2.6396	
20	Net L&U Overcollection to be Cashed Out	(\$55,423)	(\$1,574)	(\$47,369)	(\$20,271)	\$2,174	(\$126,552)	(\$95,000)	(\$20,302)	(\$12,657)	(\$44,059)	(\$51,980)	(\$90,637)	
21	Cashed Out May 1, 2025 3/	\$55,423	\$1,574	\$47,369	\$20,271	(\$2,174)	\$126,552							
22	To Be Cashed Out November 1, 2025	\$0	\$0	\$0	\$0	\$0	\$0	(\$95,000)	(\$20,302)	(\$12,657)	(\$44,059)	(\$51,980)	(\$90,637)	(\$314,635)
	Expansion													
23	Beginning Balance - Under/(Over)-Recovery	(31,041)	(45,999)	(47,167)	(63,255)	(69,887)	(69,915)	(88,976)	(103,734)	(107,416)	(110,861)	(122,109)	(123,934)	
24	Monthly Deferral - Charge/(Credit)	(14,959)	(1,168)	(16,088)	(6,632)	(27)	(19,062)	(14,758)	(3,683)	(3,444)	(11,249)	(1,825)	(7,675)	
25	Ending Balance Under/(Over)-Recovery	(45,999)	(47,167)	(63,255)	(69,887)	(69,915)	(88,976)	(103,734)	(107,416)	(110,861)	(122,109)	(123,934)	(131,610)	(131,610)

Notes

- 1/ Beginning August 1, 2024, L&U Loss/(Gain) includes passthroughs of L&U from Rockies Express Pipeline and Tallgrass Interstate Gas Transmission. (Docket No. CP22-468)
- 2/ Pursuant to GT&C Section 38.5(c)
- 3/ Docket No. RP25-786-000

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 38.5  
For The Period July 1, 2024 to June 30, 2025

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

Line No.		Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Total
	<u>Fuel</u>													
	<u>Burned</u>													
1	601 - TPC	64,498	0	0	0	0	0	0	0	0	0	0	0	64,498
2	Leased and 858 Capacity - REX and TIGT 1/	0	112,516	126,604	115,578	98,589	127,025	144,696	126,592	146,855	151,264	155,350	118,384	1,423,453
3		64,498	112,516	126,604	115,578	98,589	127,025	144,696	126,592	146,855	151,264	155,350	118,384	1,487,951
	<u>Recoveries</u>													
4	Volumes Subject to Fuel 2/	6,774,169	22,048,578	23,720,284	21,166,130	16,837,364	20,566,488	22,060,170	20,900,113	24,987,608	22,827,692	23,238,426	19,321,651	244,448,673
5	Expansion Shipper Volumes	6,774,169	7,051,944	8,808,349	7,334,155	4,802,492	5,936,816	7,829,363	7,291,763	9,460,397	8,350,654	8,318,247	5,761,214	87,719,563
6	Billing Factor	(0.01%)	(0.01%)	(0.01%)	(0.01%)	(0.01%)	(0.01%)	(0.01%)	(0.01%)	(0.01%)	(0.01%)	0.92%	0.92%	
7		(677)	(705)	(881)	(733)	(481)	(594)	(783)	(729)	(946)	(835)	76,528	53,003	122,166
8	Backhaul Volumes Not Subject to Fuel	125,667	232,767	51,171	375,313	774,969	2,306,985	4,139,787	1,994,456	2,900,268	872,082	828,304	583,908	15,185,677
9	Billing Factor	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
10		0	0	0	0	0	0	0	0	0	0	0	0	0
11	East Cheyenne Volumes	211,200	105,858	351,733	1,860,710	220,105	464,413	49,134	565,727	815,629	2,216,110	3,334,652	1,244,894	11,440,165
12	Billing Factor	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	
13		528	265	879	4,652	550	1,161	123	1,414	2,039	5,540	8,337	3,112	28,600
14	Total Recoveries	(149)	(440)	(2)	3,918	68	567	(660)	685	1,093	4,705	84,865	56,115	150,766
15	Under/(Over)-Recovery (UFRA)	64,647	112,956	126,606	111,660	98,520	126,458	145,356	125,907	145,762	146,559	70,485	62,269	1,337,184
	<u>UFRA Deferred Account</u>													
16	Beginning Balance - Under/(Over)-Recovery	(96,508)	(31,860)	81,096	207,702	319,361	417,881	544,339	689,695	815,602	961,364	1,107,922	1,178,408	
17	Monthly Deferral - Charge/(Credit)	64,647	112,956	126,606	111,660	98,520	126,458	145,356	125,907	145,762	146,559	70,485	62,269	
18	Ending Balance Under/(Over)-Recovery	(31,860)	81,096	207,702	319,361	417,881	544,339	689,695	815,602	961,364	1,107,922	1,178,408	1,240,677	<u>1,240,677</u>

Notes

- 1/ Beginning August 1, 2024, fuel burn transitioned from fuel used to power Trailblazer compression to passthroughs of fuel retained from Rockies Express Pipeline and Tallgrass Interstate Gas Transmission. (Docket No. CP22-468)
- 2/ Beginning August 1, 2024, fuel retainage from Rockies Express Pipeline and Tallgrass Interstate Gas Transmission is levied on all firm, forward-haul and interruptible volumes.

## Trailblazer Pipeline Company LLC

## Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 40.5  
For The Period July 1, 2024 to June 30, 2025  
**PCT - Unrecovered PCT Reimbursement Adjustment (UPRA) Deferred Account**

Line No.		Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Total
<b>Electric</b>														
<b>Power Charges</b>														
1	602 - TPC	\$285,642	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$285,642
2	603 - TPC	\$345,041	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$345,041
3	Leased and 858 Capacity - REX and TIGT 1/	\$0	\$163,554	\$191,975	\$190,648	\$185,964	\$366,700	\$580,637	\$600,199	\$845,534	\$867,990	\$1,033,702	\$885,252	\$5,912,154
4		\$630,683	\$163,554	\$191,975	\$190,648	\$185,964	\$366,700	\$580,637	\$600,199	\$845,534	\$867,990	\$1,033,702	\$885,252	\$6,542,837
<b>Recoveries</b>														
<b>Base Shipper Embedded</b>														
5	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
6	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	
7		\$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
8	Commodity	15,028,292	14,863,466	14,817,529	13,789,278	12,025,358	14,535,374	14,475,643	13,568,718	15,617,741	14,474,408	14,941,931	13,552,210	171,689,948
9	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	
10		\$73,639	\$72,831	\$72,606	\$67,567	\$58,924	\$71,223	\$70,931	\$66,487	\$76,527	\$70,925	\$73,215	\$66,406	\$841,281
11	Total Embedded	\$151,038	\$150,230	\$150,005	\$144,967	\$136,324	\$148,623	\$148,330	\$143,886	\$153,926	\$148,324	\$150,615	\$143,805	\$1,770,073
<b>Expansion</b>														
12	Commodity	6,768,566	7,027,091	8,807,947	7,323,185	4,805,952	5,851,335	7,990,354	7,231,243	9,470,354	8,351,772	8,252,563	5,713,857	87,594,219
13	Billing Factor	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	(\$0.0164)	(\$0.0164)	
14		\$348,581	\$361,895	\$453,609	\$377,144	\$247,507	\$301,344	\$411,503	\$372,409	\$487,723	\$430,116	(\$135,342)	(\$93,707)	\$3,562,782
<b>ITS</b>														
15	Commodity	6,446	18,375	4,696	9,758	8,773	85,791	24,355	45,359	-	-	3,879	-	207,432
16	Billing Factor	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	(\$0.0164)	(\$0.0164)	
17		\$332	\$946	\$242	\$503	\$452	\$4,418	\$1,254	\$2,336	\$0	\$0	(\$64)	\$0	\$10,419
<b>AOR</b>														
18	Commodity	77,916	145,637	91,547	39,591	3,303	94,670	37,006	59,936	68,296	61,438	49,370	3,704	732,414
19	Billing Factor	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	(\$0.0164)	(\$0.0164)	
20		\$4,013	\$7,500	\$4,715	\$2,039	\$170	\$4,876	\$1,906	\$3,087	\$3,517	\$3,164	(\$810)	(\$61)	\$34,116
21	Total Recoveries	\$503,964	\$520,572	\$608,571	\$524,652	\$384,452	\$459,260	\$562,993	\$521,718	\$645,167	\$581,604	\$14,400	\$50,037	\$5,377,391
<b>Unrecovered PCT Reimbursement Adjustment (UPRA)</b>														
22	Power Costs	\$630,683	\$163,554	\$191,975	\$190,648	\$185,964	\$366,700	\$580,637	\$600,199	\$845,534	\$867,990	\$1,033,702	\$885,252	\$6,542,837
23	Embedded	(\$151,038)	(\$150,230)	(\$150,005)	(\$144,967)	(\$136,324)	(\$148,623)	(\$148,330)	(\$143,886)	(\$153,926)	(\$148,324)	(\$150,615)	(\$143,805)	(\$1,770,073)
24		\$479,645	\$13,324	\$41,969	\$45,681	\$49,640	\$218,078	\$432,307	\$456,312	\$691,608	\$719,666	\$883,087	\$741,446	\$4,772,764
25	Expansion & Other Recoveries	\$352,926	\$370,342	\$458,566	\$379,686	\$248,128	\$310,637	\$414,663	\$377,832	\$491,240	\$433,280	(\$136,215)	(\$93,768)	\$3,607,317
26	Under/(Over)-Collection	\$126,719	(\$357,018)	(\$416,596)	(\$334,004)	(\$198,488)	(\$92,560)	\$17,644	\$78,481	\$200,367	\$286,386	\$1,019,302	\$835,214	\$1,165,447
<b>UPRA Deferred Account</b>														
27	Beginning Balance - Under/(Over)-Recovery	(\$622,896)	(\$496,176)	(\$853,195)	(\$1,269,791)	(\$1,603,795)	(\$1,802,284)	(\$1,894,844)	(\$1,877,200)	(\$1,798,719)	(\$1,598,352)	(\$1,311,966)	(\$292,664)	
28	Monthly Deferral - Charge/(Credit)	\$126,719	(\$357,018)	(\$416,596)	(\$334,004)	(\$198,488)	(\$92,560)	\$17,644	\$78,481	\$200,367	\$286,386	\$1,019,302	\$835,214	
29	Ending Balance Under/(Over)-Recovery	(\$496,176)	(\$853,195)	(\$1,269,791)	(\$1,603,795)	(\$1,802,284)	(\$1,894,844)	(\$1,877,200)	(\$1,798,719)	(\$1,598,352)	(\$1,311,966)	(\$292,664)	\$542,551	\$542,551

**Notes**

1/ Beginning August 1, 2024, power charges transitioned from electricity used to power Trailblazer compression to passthroughs of power charges retained from Rockies Express Pipeline and Tallgrass Interstate Gas Transmission. (Docket No. CP22-468)

## Trailblazer Pipeline Company LLC

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

(\$314,635.00) 1/

Line No.	Shipper No.	Existing System Total Throughput (Dth)						Total	% of Total	Allocated Refund
		Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25			
1	302	0	0	5,000	0	31,162	12,500	48,662	0.05172%	(\$162.72)
2	335	140,074	88,118	0	16,561	97,314	0	342,067	0.36354%	(\$1,143.82)
3	1073	1,963,171	1,911,602	2,298,032	2,141,154	2,194,615	2,022,019	12,530,593	13.31709%	(\$41,900.22)
4	1464	188,636	170,709	186,643	177,520	187,624	181,562	1,092,694	1.16128%	(\$3,653.79)
5	1811	1,398,577	1,265,725	1,387,218	1,274,883	1,357,079	1,321,428	8,004,910	8.50735%	(\$26,767.09)
6	2281	11,377	10,276	11,312	10,572	11,071	10,904	65,512	0.06962%	(\$219.06)
7	3187	37,800	38,558	43,318	40,948	43,928	42,007	246,559	0.26203%	(\$824.45)
8	3356	0	10,280	10,199	9,837	11,408	10,903	52,627	0.05593%	(\$175.98)
9	3723	4,249,135	3,794,144	4,545,344	4,273,252	4,400,261	4,087,929	25,350,065	26.94119%	(\$84,766.40)
10	3748	291,409	270,175	301,105	280,026	297,600	278,225	1,718,540	1.82641%	(\$5,746.51)
11	4464	83,308	92,095	145,853	121,292	102,440	81,295	626,283	0.66559%	(\$2,094.19)
12	4528	56,411	45,772	28,800	734,405	797,273	563,544	2,226,205	2.36593%	(\$7,444.06)
13	4980	489,033	481,616	486,051	449,494	483,939	461,481	2,851,614	3.03060%	(\$9,535.32)
14	5279	307,110	276,038	300,720	270,806	281,828	200,016	1,636,518	1.73924%	(\$5,472.24)
15	10040	22,777	20,216	22,476	21,805	26,368	21,254	134,896	0.14336%	(\$451.07)
16	10223	(20,613)	0	0	0	0	6,907	(13,706)	-0.01457%	\$45.83
17	10420	0	0	0	0	0	6,100	6,100	0.00648%	(\$20.40)
18	10579	0	0	0	0	0	0	2,500	0.00266%	(\$8.36)
19	11926	1,128,276	1,019,088	1,117,170	1,003,413	1,075,200	812,501	6,155,648	6.54201%	(\$20,583.46)
20	15034	544,954	560,000	604,313	534,114	522,275	434,998	3,200,654	3.40155%	(\$10,702.45)
21	15041	151,615	140,000	153,953	144,597	146,704	112,821	849,690	0.90302%	(\$2,841.22)
22	17997	423,018	381,328	456,928	409,207	396,970	321,098	2,388,549	2.53847%	(\$7,986.91)
23	18559	882,654	833,600	961,228	888,282	920,605	911,382	5,397,751	5.73655%	(\$18,049.18)
24	19129	1,737,737	1,892,145	2,449,438	3,366,157	3,119,117	2,752,663	15,317,257	16.27866%	(\$51,218.36)
25	21439	625,802	612,303	675,289	624,237	678,275	640,158	3,856,064	4.09809%	(\$12,894.04)
26	300113	5,361	481	0	0	0	0	5,842	0.00621%	(\$19.53)
27	Grand Total	14,717,622	13,914,269	16,190,390	16,792,562	17,183,056	15,293,695	94,094,094	100.00000%	(\$314,635.00)

Note: 1/ Appendix E, Page 1, Line 22.