



Trailblazer Pipeline Company LLC

March 31, 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") its annual periodic rate adjustment report for the twelve-month base period ended December 31, 2024 (the "Base Period"), including the following revised tariff sections with a proposed effective date of May 1, 2025 (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	20.0.0
Curr. Eff. Rts. – Expan. System Power Cost Tracker Rates	15.0.0

Pursuant to 18 CFR § 154.7,¹ 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.

¹ 18 CFR § 154.7 (2024).

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, 2025. 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, 2025. 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, 2024, plus any amounts contained in the applicable deferral accounts. Trailblazer has included all relevant supporting details in 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 May 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 period beginning May 1, 2025 and ending April 30, 2026 (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. With the exception of Appendix B, Page 1 of 2, 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.²

Appendix C sets out the proposed Expansion System PCT Reimbursement Charge. The data reflected in Appendix C is based on forecasted Electric Power Costs³ and actual Receipt Quantities, as detailed in Appendix E.⁴

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, 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.

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.

Additional Rate Data

The rate underlying the Fuel Reimbursement Percentage is based on forecasted natural gas consumption for the twelve-month period ending December 31, 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 ending December 31, 2025. (See Appendix C.) The Fuel Reimbursement Percentage and

² Annual volumes and gas compressor fuel on Appendix B, Page 1 of 2 have been annualized using actual data for the period of August through December 2024 to reflect the fact that fuel retainage on leased and contracted capacity on Rockies Express Pipeline (“REX”) and Tallgrass Interstate Gas Transmission (“TIGT”), beginning August 1, 2025, is applicable to all firm, forward-haul and interruptible volumes. This results in a lower Expansion System Fuel Reimbursement Percentage than would have been applicable using actual volumes and Fuel Burned for all of 2024. Leased and contracted capacity was obtained pursuant to 185 FERC ¶ 61,039 (2023) in Docket No. CP22-468-000.

³ Electric Power Costs are being forecasted using annualized data for the period of August through December 2024 to reflect the lower level of electric power usage on leased and contracted capacity on REX and TIGT beginning August 1, 2025. This results in a lower Expansion System PCT Reimbursement Charge than would have been applicable using actual Electric Power Costs for all of 2024.

⁴ 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.

the Total PCT Reimbursement Charge are calculated using forecasted and Base Period actual volumes, respectively, for the Expansion System.⁵

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 million⁶ 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.*, January through December 2024), Trailblazer observed an over-collection in its Lost and Unaccounted For – UL&U Deferred Account in the amount of 400,235 dekatherms ("Dth"); Trailblazer experienced an under-collection of fuel recoveries in its Fuel – UFRA Deferred Account in the amount of 810,028 Dth; and Trailblazer experienced an over-collection of its electric power costs in its PCT – UPRA Deferred Account in the amount of \$1,672,376. (See Appendix E, pages 1-3.)

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 400,235 Dth. The overall gain resulted from a gain of 307,249 Dth that was allocated to the Existing System and a gain of 92,986 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, 2024. Appendix F reflects the allocation to Existing System Shippers of the January through December 2024 L&U balance, priced at the applicable monthly AMIP. Pursuant to Section 38.5(c)(ii), the 92,986 Dth gain allocated to the Expansion System along with the beginning deferred account balance of 4,010 Dth (loss) is being carried forward to the Expansion L&U Reimbursement Percentage in the Recovery Period.

⁵ See footnotes 2 and 3 above.

⁶ 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).

Procedural Matters

Trailblazer respectfully requests Commission action on this filing by April 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 May 2025 business.

Trailblazer requests any and all waivers that may be required so that the tendered Proposed Tariff Sections can become effective on May 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:

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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,



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

0.55%
0.37%
 0.92%

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%
(0.12%) 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 0.92% and the negative L&U Reimbursement Percentage of (0.12%) results in a Total FL&U Reimbursement Percentage of 0.80%.
- 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	\$0.0080
Unrecovered PCT Reimbursement Adjustment ("UPRA")	<u>\$(0.0244)</u>
Total PCT Reimbursement Charge 3/ 4/ 5/ 6/	<u>(\$0.0164)</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

~~0.550.35%~~
~~0.37%(0.62%)~~
~~0.920.00%~~ **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/ 7/**

Expansion

0.00%
~~(0.120.01%)~~
~~0.000.01%~~ **5/**

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 ~~L&UFuel~~ Reimbursement Percentage would otherwise be negative, the ~~L&UFuel~~ Reimbursement Percentage is reflected as 0.00%. Summing the ~~negative~~ positive Fuel Reimbursement Percentage of ~~0.92%(0.27%)~~ and the ~~negative~~ positive L&U Reimbursement Percentage of ~~(0.120.01%)~~ results in a Total FL&U Reimbursement Percentage of ~~0.80%(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.
- 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	\$ 0.00800 .0564
Unrecovered PCT Reimbursement Adjustment ("UPRA")	\$(0.02440 .0049)
Total PCT Reimbursement Charge 3/ 4/ 5/ 6/	(\$0.01640 .0515)

- 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&U Reimbursement Percentage, Fuel Reimbursement Percentage, and Total PCT Reimbursement Charge

Effective May 1, 2025

Line No.	Lost & Unaccounted For Retention		
	Existing System	Expansion System	
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%	
		Fuel Retention (Expansion)	
4	Expansion System Fuel Reimbursement Percentage (EFAP)	0.55%	Appendix B, Page 1
5	Under/(Over)-Recovered Fuel (UFRA)	0.37%	Appendix D
6	Fuel Reimbursement Percentage	0.92%	
		Total FL&U Retention (Expansion)	
7	L&U Reimbursement Percentage	(0.12%)	
8	Fuel Reimbursement Percentage	0.92%	
9	Total FL&U Reimbursement Percentage	0.80%	
		PCT Reimbursement Charges (Expansion)	
10	Expansion System PCT Reimbursement Charge	\$0.0080	Appendix C
11	Unrecovered PCT Reimbursement Adjustment (UPRA)	(\$0.0244)	Appendix D
12	Total PCT Reimbursement Charge	(\$0.0164)	

Trailblazer Pipeline Company LLC

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

Expansion System Fuel (EFAP)

Effective May 1, 2025

<u>Line No.</u>	<u>Month</u>		Gas Compressor Fuel 1/ (Dth)
1	Jan-25		117,580
2	Feb-25		106,201
3	Mar-25		117,580
4	Apr-25		113,787
5	May-25		117,580
6	Jun-25		113,787
7	Jul-25		117,580
8	Aug-25		117,580
9	Sep-25		113,787
10	Oct-25		117,580
11	Nov-25		113,787
12	Dec-25		117,580
13			<u>1,384,404</u>
14	East Cheyenne Throughput (Dth)	10,619,303 2/	
15	East Cheyenne Fixed Tariff Rate	<u>0.25%</u>	
16	East Cheyenne Fuel Recovery	26,548	<u>(26,548)</u>
17	Net Fuel		1,357,856
18	Annual Volumes (Dth)		<u>248,912,928 3/</u>
19	Expansion System Fuel Reimbursement Percentage (EFAP)		<u><u>0.55%</u></u>

Notes: 1/ Appendix E, Page 2, Line 3, August-December 2024 annualized.

2/ Appendix E, Page 2, Line 11.

3/ Appendix E, Page 2, Line 4, August-December 2024 annualized.

Trailblazer Pipeline Company LLC

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

Current L&U

Effective May 1, 2025

<u>Line No.</u>	<u>Month</u>	<u>Unaccounted For</u> (Dth) 1/
1	Jan-25	(34,750)
2	Feb-25	(56,148)
3	Mar-25	(48,289)
4	Apr-25	(15,430)
5	May-25	(81,838)
6	Jun-25	(41,925)
7	Jul-25	(46,134)
8	Aug-25	(1,448)
9	Sep-25	(40,951)
10	Oct-25	(17,025)
11	Nov-25	1,589
12	Dec-25	(63,977)
13	Total Loss/(Gain)	<u>(446,326)</u>
14	Annual Volumes (Dth)	245,515,625 1/
15	L&U Reimbursement Percentage	<u>(0.18%)</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, 2025

<u>Line No.</u>	<u>Month</u>	Electric Power <u>Cost 1/</u>
1	Jan-25	\$222,641
2	Feb-25	\$201,095
3	Mar-25	\$222,641
4	Apr-25	\$215,459
5	May-25	\$222,641
6	Jun-25	\$215,459
7	Jul-25	\$222,641
8	Aug-25	\$222,641
9	Sep-25	\$215,459
10	Oct-25	\$222,641
11	Nov-25	\$215,459
12	Dec-25	\$222,641
13		<u>\$2,621,417</u>
14	Existing System Embedded Electric Power Costs	<u>(\$2,000,000)</u>
15		\$621,417
16	Annual Volumes (Dth)	<u>77,709,993</u> 2/
17	Expansion System PCT Reimbursement Charge	<u><u>\$0.0080</u></u>

Note: 1/ Appendix E, Page 3, Line 4, August-December 2024 annualized.

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, 2025

<u>Line No.</u>		<u>Lost & Unaccounted For Retention</u>		
		<u>Existing System</u> <u>L&U</u>	<u>Expansion System</u> <u>L&U</u>	
1	Under/(Over)-Recovered L&U (UL&U) (Dth)	(307,249)	(88,976)	1/
2	Existing System Over-Recovered L&U (Cashed-Out at Monthly AMIP)	<u>307,249</u>	<u>0</u>	
3	Under/(Over)-Recovered Lost and Unaccounted For Gas (UL&U)	0	(88,976)	
4	Amortization Volumes (Appendix E)	<u>169,185,602</u>	<u>76,330,023</u>	1/
5	UL&U Percentage	<u>0.00%</u>	<u>(0.12%)</u>	
		<u>Fuel Retention</u> <u>(Expansion)</u>		
6	Under/(Over)-Recovered Fuel (UFRA) (Dth)		544,339	2/
7	Amortization Volumes (Appendix E)		<u>146,729,825</u>	2/
8	UFRA Percentage		<u>0.37%</u>	
		<u>PCT Reimbursement Charges</u> <u>(Expansion)</u>		
9	Under/(Over)-Recovered PCT Reimbursement		(\$1,894,844)	3/
10	Amortization Volumes		<u>77,709,993</u>	4/
11	Unrecovered PCT Reimbursement Adjustment (UPRA)		<u>(\$0.0244)</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, 2024 to December 31, 2024

Lost & Unaccounted For - Under/(Over)-Recovered L&U (UL&U) Deferred Account

Line No.		Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Total
	<u>Lost & Unaccounted For</u>													
	<u>L&U Loss/(Gain)</u>													
1	Physical Transmission Receipts - TPC	17,691,249	17,200,174	20,039,910	19,985,525	27,139,117	25,499,524	21,747,076	39,372,414	45,942,616	45,206,336	32,308,444	37,513,839	349,646,224
2	Physical Transmission Deliveries - TPC	17,725,999	17,256,322	20,088,199	20,000,955	27,220,955	25,541,449	21,793,210	39,371,563	45,981,241	45,223,564	32,305,376	37,576,159	350,084,992
3	Leased and 858 Capacity - REX and TIGT 1/	0	0	0	0	0	0	0	(2,299)	(2,326)	203	(1,479)	(1,657)	(7,558)
4	Loss/(Gain)	(34,750)	(56,148)	(48,289)	(15,430)	(81,838)	(41,925)	(46,134)	(1,448)	(40,951)	(17,025)	1,589	(63,977)	(446,326)
	<u>Throughput (Forward Haul)</u>													
5	Existing	12,755,085	12,885,800	15,163,196	12,371,387	15,615,280	14,886,638	15,108,414	14,998,177	14,911,935	13,831,975	12,028,043	14,629,672	169,185,602
6	Expansion	4,920,325	4,508,215	4,994,949	3,484,201	9,244,551	8,464,571	6,774,169	7,050,401	8,808,349	7,334,155	4,809,321	5,936,816	76,330,023
7		17,675,410	17,394,015	20,158,145	15,855,588	24,859,831	23,351,209	21,882,583	22,048,578	23,720,284	21,166,130	16,837,364	20,566,488	245,515,625
	<u>Allocation of L&U</u>													
8	Existing	(25,077)	(41,595)	(36,324)	(12,039)	(51,405)	(26,728)	(31,852)	(985)	(25,744)	(11,126)	1,135	(45,509)	(307,249)
9	Expansion	(9,673)	(14,553)	(11,965)	(3,391)	(30,433)	(15,197)	(14,282)	(463)	(15,207)	(5,899)	454	(18,468)	(139,077)
10		(34,750)	(56,148)	(48,289)	(15,430)	(81,838)	(41,925)	(46,134)	(1,448)	(40,951)	(17,025)	1,589	(63,977)	(446,326)
	<u>Recovery of L&U</u>													
11	Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Expansion	(14,269)	(13,074)	(14,485)	(10,104)	924	846	677	705	881	733	481	594	(46,091)
13		(14,269)	(13,074)	(14,485)	(10,104)	924	846	677	705	881	733	481	594	(46,091)
	<u>Under/(Over)-Recovery (UL&U)</u>													
15	Existing	(25,077)	(41,595)	(36,324)	(12,039)	(51,405)	(26,728)	(31,852)	(985)	(25,744)	(11,126)	1,135	(45,509)	(307,249)
16	Expansion	4,596	(1,479)	2,520	6,713	(31,357)	(16,043)	(14,959)	(1,168)	(16,088)	(6,632)	(27)	(19,062)	(92,986)
17		(20,481)	(43,074)	(33,804)	(5,326)	(82,762)	(42,771)	(46,811)	(2,153)	(41,832)	(17,758)	1,108	(64,571)	(400,235)
	<u>UL&U Deferred Account</u>													
	Existing													
18	Beginning Balance - Under/(Over)-Recovery	0	(25,077)	(66,672)	(102,996)	(115,035)	(166,440)	(193,168)	(225,020)	(226,005)	(251,749)	(262,875)	(261,740)	
19	Monthly Deferral - Charge/(Credit)	(25,077)	(41,595)	(36,324)	(12,039)	(51,405)	(26,728)	(31,852)	(985)	(25,744)	(11,126)	1,135	(45,509)	
20	Ending Balance Under/(Over)-Recovery	(25,077)	(66,672)	(102,996)	(115,035)	(166,440)	(193,168)	(225,020)	(226,005)	(251,749)	(262,875)	(261,740)	(307,249)	(307,249)
	<u>Net UL&U Overcollection Cashout Pursuant to Section 38.5 (c) i</u>													
20	Monthly AMIP	\$3,2333	\$1,5210	\$1,3270	\$1,2729	\$1,4480	\$1,6830	\$1,7400	\$1,5985	\$1,8400	\$1,8220	\$1,9155	\$2,7808	
21	Net L&U Overcollection to be Cashed Out	(\$81,080)	(\$63,267)	(\$48,201)	(\$15,325)	(\$74,435)	(\$44,983)	(\$55,423)	(\$1,574)	(\$47,369)	(\$20,271)	\$2,174	(\$126,552)	(\$576,306)
	<u>Expansion</u>													
22	Beginning Balance - Under/(Over)-Recovery	4,010	8,605	7,127	9,646	16,360	(14,997)	(31,041)	(45,999)	(47,167)	(63,255)	(69,887)	(69,915)	
23	Monthly Deferral - Charge/(Credit)	4,596	(1,479)	2,520	6,713	(31,357)	(16,043)	(14,959)	(1,168)	(16,088)	(6,632)	(27)	(19,062)	
24	Ending Balance Under/(Over)-Recovery	8,605	7,127	9,646	16,360	(14,997)	(31,041)	(45,999)	(47,167)	(63,255)	(69,887)	(69,915)	(88,976)	(88,976)

Notes

1/ Beginning August 1, 2025, L&U Loss/(Gain) includes passthroughs of L&U from Rockies Express Pipeline and Tallgrass Interstate Gas Transmission. (Docket No. CP22-468)

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 38.5
For The Period January 1, 2024 to December 31, 2024

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

Line No.		Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Total
	<u>Fuel</u>													
1	<u>Burned</u>													
2	601 - TPC	12,182	2,101	37,674	14,399	86,690	84,810	64,498	0	0	0	0	0	302,354
3	Leased and 858 Capacity - REX and TIGT 1/	0	0	0	0	0	0	0	112,516	126,604	115,578	98,589	127,025	580,312
		12,182	2,101	37,674	14,399	86,690	84,810	64,498	112,516	126,604	115,578	98,589	127,025	882,666
	<u>Recoveries</u>													
4	Volumes Subject to Fuel 2/	4,920,325	4,508,215	4,994,949	3,484,201	9,244,551	8,464,571	6,774,169	22,048,578	23,720,284	21,166,130	16,837,364	20,566,488	146,729,825
5	Expansion Shipper Volumes	4,920,325	4,508,215	4,994,949	3,484,201	9,244,551	8,464,571	6,774,169	7,050,401	8,808,349	7,334,155	4,809,321	5,936,816	76,330,023
6	Billing Factor	0.29%	0.29%	0.29%	0.29%	-0.01%	-0.01%	-0.01%	-0.01%	-0.01%	-0.01%	-0.01%	-0.01%	
7		14,269	13,074	14,485	10,104	(924)	(846)	(677)	(705)	(881)	(733)	(481)	(594)	46,090
8	Backhaul Volumes Not Subject to Fuel	1,699,733	928,155	2,175,906	172,791	1,113	54,838	125,667	232,767	51,171	375,313	774,969	2,306,985	8,899,408
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	60,129	16,732	60,409	2,945,773	1,866,475	2,455,766	211,200	105,858	351,733	1,860,710	220,105	464,413	10,619,303
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		150	42	151	7,364	4,666	6,139	528	265	879	4,652	550	1,161	26,548
14	Total Recoveries	14,419	13,116	14,636	17,469	3,742	5,293	(149)	(440)	(2)	3,918	69	567	72,638
15	Under/(Over)-Recovery (UFRA)	(2,237)	(11,015)	23,038	(3,070)	82,948	79,517	64,647	112,956	126,606	111,660	98,520	126,458	810,028
	<u>UFRA Deferred Account</u>													
16	Beginning Balance - Under/(Over)-Recovery	(265,689)	(267,926)	(278,941)	(255,903)	(258,973)	(176,025)	(96,508)	(31,860)	81,096	207,702	319,361	417,881	
17	Monthly Deferral - Charge/(Credit)	(2,237)	(11,015)	23,038	(3,070)	82,948	79,517	64,647	112,956	126,606	111,660	98,520	126,458	
18	Ending Balance Under/(Over)-Recovery	(267,926)	(278,941)	(255,903)	(258,973)	(176,025)	(96,508)	(31,860)	81,096	207,702	319,361	417,881	544,339	544,339

Notes

- 1/ Beginning August 1, 2025, 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, 2025, 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 January 1, 2024 to December 31, 2024
PCT - Unrecovered PCT Reimbursement Adjustment (UPRA) Deferred Account

Line No.		Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Total
	<u>Electric</u>													
	<u>Power Charges</u>													
1	602 - TPC	\$ 306,922.50	\$ 298,714.51	\$ 331,976.80	\$ 192,326.76	\$ 310,811.87	\$ 282,869.75	\$ 285,642.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,009,264
2	603 - TPC	\$ 193,170.00	\$ 137,548.00	\$ 175,448.00	\$ 155,129.00	\$ 285,011.00	\$ 333,872.00	\$ 345,041.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,625,219
3	Leased and 858 Capacity - REX and TIGT 1/	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,553.99	\$ 191,974.65	\$ 190,648.07	\$ 185,963.75	\$ 366,700.23	\$1,098,841
4		\$ 500,092.50	\$ 436,262.51	\$ 507,424.80	\$ 347,455.76	\$ 595,822.87	\$ 616,741.75	\$ 630,683.23	\$ 163,553.99	\$ 191,974.65	\$ 190,648.07	\$ 185,963.75	\$ 366,700.23	\$ 4,733,324
	<u>Recoveries</u>													
	Base Shipper Embedded													
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	\$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	12,492,266	12,820,769	14,947,174	12,306,457	15,299,480	14,847,994	15,028,292	14,863,466	14,817,529	13,789,278	12,025,358	14,535,374	167,773,437
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	\$0.0049
10		\$61,212	\$62,822	\$73,241	\$60,302	\$74,967	\$72,755	\$73,639	\$72,831	\$72,606	\$67,567	\$58,924	\$71,223	\$822,090
11	Total Embedded	\$138,611	\$140,221	\$150,641	\$137,701	\$152,367	\$150,155	\$151,038	\$150,230	\$150,005	\$144,967	\$136,324	\$148,623	\$1,750,882
	Expansion													
12	Commodity	4,754,178	4,503,464	4,975,491	3,370,202	9,036,776	8,244,684	6,768,566	7,027,091	8,807,947	7,323,185	4,805,952	5,851,335	75,468,871
13	Billing Factor	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515
14		\$412,663	\$390,901	\$431,873	\$292,534	\$465,394	\$424,601	\$348,581	\$361,895	\$453,609	\$377,144	\$247,507	\$301,344	\$4,508,045
	ITS													
15	Commodity	162,024	-	7,100	125,841	203,917	217,991	6,446	18,375	4,696	9,758	8,773	85,791	850,712
16	Billing Factor	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515
17		\$14,064	\$0	\$616	\$10,923	\$10,502	\$11,227	\$332	\$946	\$242	\$503	\$452	\$4,418	\$54,224
	AOR													
18	Commodity	259,392	68,754	214,773	50,361	307,024	37,442	77,916	145,637	91,547	39,591	3,303	94,670	1,390,410
19	Billing Factor	\$0.0868	\$0.0868	\$0.0868	\$0.0868	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0515
20		\$22,515	\$5,968	\$18,642	\$4,371	\$15,812	\$1,928	\$4,013	\$7,500	\$4,715	\$2,039	\$170	\$4,876	\$92,549
21	Total Recoveries	\$587,853	\$537,090	\$601,772	\$445,529	\$644,074	\$587,911	\$503,964	\$520,572	\$608,571	\$524,652	\$384,452	\$459,260	\$6,405,700
	<u>Unrecovered PCT Reimbursement Adjustment (UPRA)</u>													
22	Power Costs	\$500,093	\$436,263	\$507,425	\$347,456	\$595,823	\$616,742	\$630,683	\$163,554	\$191,975	\$190,648	\$185,964	\$366,700	\$4,733,324
23	Embedded	(\$138,611)	(\$140,221)	(\$150,641)	(\$137,701)	(\$152,367)	(\$150,155)	(\$151,038)	(\$150,230)	(\$150,005)	(\$144,967)	(\$136,324)	(\$148,623)	(\$1,750,882)
24		\$361,481	\$296,041	\$356,784	\$209,755	\$443,456	\$466,587	\$479,645	\$13,324	\$41,969	\$45,681	\$49,640	\$218,078	\$2,982,442
25	Expansion & Other Recoveries	\$449,242	\$396,869	\$451,131	\$307,828	\$491,707	\$437,756	\$352,926	\$370,342	\$458,566	\$379,686	\$248,128	\$310,637	\$4,654,817
26	Under/(Over)-Collection	(\$87,761)	(\$100,827)	(\$94,347)	(\$98,073)	(\$48,251)	\$28,831	\$126,719	(\$357,018)	(\$416,596)	(\$334,004)	(\$198,488)	(\$92,560)	(\$1,672,376)
	<u>UPRA Deferred Account</u>													
27	Beginning Balance - Under/(Over)-Recovery	(\$222,468)	(\$310,228)	(\$411,056)	(\$505,402)	(\$603,476)	(\$651,727)	(\$622,896)	(\$496,176)	(\$853,195)	(\$1,269,791)	(\$1,603,795)	(\$1,802,284)	
28	Monthly Deferral - Charge/(Credit)	(\$87,761)	(\$100,827)	(\$94,347)	(\$98,073)	(\$48,251)	\$28,831	\$126,719	(\$357,018)	(\$416,596)	(\$334,004)	(\$198,488)	(\$92,560)	
29	Ending Balance Under/(Over)-Recovery	(\$310,228)	(\$411,056)	(\$505,402)	(\$603,476)	(\$651,727)	(\$622,896)	(\$496,176)	(\$853,195)	(\$1,269,791)	(\$1,603,795)	(\$1,802,284)	(\$1,894,844)	(\$1,894,844)

Notes

1/ Beginning August 1, 2025, 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&U (Deferred Account) Overcollection Pursuant to Section 38.5 (c) i

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

(\$576,306.00) 1/

Line No.	Shipper No.	Existing System Total Throughput (Dth)												Total	% of Total	Allocated Refund
		Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24			
1	302	0	0	0	0	23,550	8,786	6,744	0	0	0	0	0	39,080	0.02135%	(\$123.05)
2	335	0	0	0	0	5,884	116,400	0	0	0	0	44,500	0	166,784	0.09112%	(\$525.13)
3	1073	1,730,572	1,831,500	2,325,000	1,662,031	2,319,863	2,235,633	2,297,933	2,255,584	2,249,970	1,978,375	896,900	2,008,910	23,792,271	12.99859%	(\$74,911.68)
4	1464	187,034	176,987	176,863	169,578	185,178	178,345	187,499	188,658	180,877	188,790	183,090	186,821	2,189,720	1.19632%	(\$6,894.49)
5	1811	1,574,405	1,327,666	1,564,175	1,302,128	1,669,490	1,467,674	1,454,300	1,505,601	1,405,471	1,421,834	1,345,266	1,457,698	17,495,708	9.55855%	(\$55,086.50)
6	2281	11,377	10,643	11,377	11,010	11,377	10,970	11,377	11,155	11,010	11,377	11,010	11,359	134,042	0.07323%	(\$422.04)
7	2838	0	0	0	0	3,456	0	0	0	0	0	0	0	3,456	0.00189%	(\$10.88)
8	3187	45,446	0	0	16,126	43,350	39,582	43,979	37,761	37,800	43,400	41,999	42,000	391,443	0.21386%	(\$1,232.49)
9	3356	0	0	0	0	11,408	11,000	11,408	11,147	11,040	11,405	9,870	10,199	87,477	0.04779%	(\$275.43)
10	3723	3,910,097	3,755,608	4,344,059	3,982,373	4,673,308	4,467,714	4,632,764	4,418,450	4,507,826	4,658,250	4,212,683	4,542,604	52,105,736	28.46728%	(\$164,058.66)
11	3748	219,531	278,400	299,038	287,178	306,011	285,278	296,862	290,866	287,259	292,944	287,280	296,719	3,427,366	1.87250%	(\$10,791.31)
12	3875	0	0	0	19,283	0	0	0	0	0	0	0	0	19,283	0.01054%	(\$60.71)
13	3937	0	0	5,100	70,000	91,348	0	0	0	0	0	0	0	166,448	0.09094%	(\$524.07)
14	4464	81,802	74,670	76,885	76,804	82,674	126,595	106,783	107,126	104,682	108,016	79,300	92,532	1,117,869	0.61073%	(\$3,519.69)
15	4528	1,360,776	602,035	813,174	699,108	707,137	876,585	874,786	789,154	743,889	589,452	-58	82,478	8,138,516	4.44637%	(\$25,624.70)
16	4980	488,837	457,429	489,074	424,290	571,580	492,941	489,028	496,338	473,242	488,975	474,423	487,986	5,834,143	3.18741%	(\$18,369.22)
17	5166	86,260	118,040	140,740	88,218	0	0	0	0	0	0	0	0	433,258	0.23670%	(\$1,364.14)
18	5279	196,883	277,772	295,943	284,418	295,424	278,484	291,587	281,899	284,574	293,877	209,683	275,092	3,265,636	1.78414%	(\$10,282.09)
19	5468	0	0	0	0	0	0	1	0	0	0	0	0	1	0.00000%	(\$0.00)
20	10040	99,634	21,250	22,749	22,096	22,755	22,276	22,703	22,452	21,790	22,769	22,013	22,798	345,285	0.18864%	(\$1,087.15)
21	10223	0	0	0	5,337	2,084	0	0	0	0	1,661	0	20,613	29,695	0.01622%	(\$93.50)
22	10465	0	0	0	0	0	8,000	0	0	0	0	0	0	8,000	0.00437%	(\$25.19)
23	10577	0	0	0	0	85,024	0	0	0	0	0	0	0	85,024	0.04645%	(\$267.70)
24	10579	35	0	0	0	0	0	0	0	0	0	1,000	74,725	75,760	0.04139%	(\$238.54)
25	11926	410,626	920,900	1,125,300	643,349	1,124,039	1,079,088	1,081,052	1,056,929	1,084,413	827,922	661,565	1,104,296	11,119,479	6.07498%	(\$35,010.48)
26	15034	42,400	50,900	378,900	82,001	279,595	267,400	112,000	302,982	200,336	142,895	449,999	266,499	2,575,907	1.40731%	(\$8,110.43)
27	15041	75,000	92,400	155,000	70,000	154,978	144,451	152,200	152,370	150,000	145,169	149,986	154,696	1,596,250	0.87209%	(\$5,025.91)
28	17997	420,592	293,858	341,012	280,118	439,128	441,696	337,501	348,181	397,212	229,203	219,949	382,121	4,130,571	2.25668%	(\$13,005.40)
29	18559	942,126	905,422	961,100	666,830	840,308	927,782	932,045	910,118	931,531	952,520	343,472	667,844	9,981,098	5.45304%	(\$31,426.20)
30	19129	1,943,601	1,843,449	1,978,547	2,686,993	2,452,659	2,441,784	2,113,403	2,007,478	2,125,548	2,190,748	1,843,767	1,974,847	25,602,824	13.98777%	(\$80,612.33)
31	21439	579,799	624,725	678,929	656,736	679,813	655,063	679,954	660,725	658,020	665,886	624,018	677,432	7,841,100	4.28388%	(\$24,688.27)
32	300113	0	0	0	0	0	133,379	104,916	54,929	78,734	195,622	78,233	192,224	838,037	0.45785%	(\$2,638.62)
33	Grand Total	14,406,833	13,663,654	16,182,965	14,206,005	17,081,421	16,716,906	16,240,825	15,909,903	15,945,224	15,461,090	12,189,948	15,032,493	183,037,267	100.00000%	(\$576,306.00)

Note: 1/ Appendix E, Page 1.