



Trailblazer Pipeline Company LLC

March 31, 2026

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. RP26-____-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, 2025 (the “Base Period”), including the following revised tariff sections with a proposed effective date of May 1, 2026 (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	21.0.1
Curr. Eff. Rts. – Expan. System Power Cost Tracker Rates	16.0.1

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 (2025).

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 annually 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, 2026. 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, 2026. Appendices A-F provide the detailed calculations supporting the foregoing.

On December 31, 2025, Trailblazer filed a Natural Gas Act Section 4 rate case in Docket No. RP26-339-000 ("Rate Case Filing"). As part of the Rate Case Filing, Trailblazer proposed: (1) a revised FL&U Reimbursement Percentage and a revised PCT Reimbursement Charge for its Expansion System Shippers; (2) a revised annual contribution and embedded fuel rates for its Existing System Shippers; and (3) changes to Sections 38 and 40 of Trailblazer's Tariff. In an order issued on January 30, 2026, the Commission suspended all proposed rates and changes that are part of the Rate Case Filing until July 1, 2026.² The instant filing and the rates proposed herein are based on Sections 38 and 40 of Trailblazer's Tariff as they existed prior to the Rate Case Filing, including the requirement that Trailblazer submit this annual filing by March 31 of each year.³

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, 2025, plus any amounts contained in the applicable deferral accounts. Trailblazer has included all relevant supporting details 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, 2026. 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

² *Trailblazer Pipeline Company LLC*, 194 FERC ¶ 61,088 (January 30, 2026).

³ Rates reflected in Appendix A of the instant filing are higher than those shown on Exhibit No. TPC-0094, Appendix A of the Rate Case Filing, due primarily to the continuation of the annual contribution limit of \$2 million for Existing System Shippers herein, as opposed to the higher annual contribution limit proposed in the Rate Case Filing and suspended until July 1, 2026.

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, L&U gas, or power costs attributable to volumes for the period beginning May 1, 2026, and ending April 30, 2027 (the “Recovery Period”). The second component of each of the foregoing calculations reflects the rate required to recover the relevant fuel, L&U 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 volumes, 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 actual Electric Power Costs and actual volumes, 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, 2026. 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 volumes are Base Period actual amounts.

Appendix F reflects the allocation to Existing System Shippers of the January through December 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 ending December 31, 2026. (See Appendix B.) The rate underlying the Total PCT Reimbursement Charge is based on forecasted electric usage attributable to Expansion System capacity for the

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.

twelve-month period ending December 31, 2026. (See Appendix C.) The Fuel Reimbursement Percentage and the Total PCT Reimbursement Charge are calculated using Base Period actual volumes.

Fuel is recovered exclusively from Expansion System Shippers under the EFAP, whereas electric compression costs are recovered from Expansion System Shippers and Existing System Shippers. The recovery 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 million⁵ and is embedded in the maximum 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 2025), Trailblazer observed an over-collection in its Lost and Unaccounted For – UL&U Deferred Account in the amount of 184,316 dekatherms ("Dth"); Trailblazer experienced an under-collection of fuel recoveries in its Fuel – UFRA Deferred Account in the amount of 1,118,295 Dth; and Trailblazer experienced an under-collection of its electric power costs in its PCT – UPRA Deferred Account in the amount of \$7,380,585 (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 184,316 Dth. The overall gain resulted from a gain of 171,235 Dth that was allocated to the Existing System and a gain of 13,081 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, 2025. Appendix F reflects the allocation to Existing System Shippers of the January through December 2025 L&U balance, priced at the applicable monthly AMIP. Pursuant to Section 38.5(c)(ii), the 13,081 Dth gain allocated to the Expansion System along with the beginning over-recovered deferred account balance of 88,976 Dth is being carried forward to the Expansion L&U Reimbursement Percentage in the Recovery Period.

⁵ 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).

Debbie-Anne A. Reese, Secretary

March 31, 2026

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Procedural Matters

Trailblazer respectfully requests Commission action on this filing by April 20, 2026, 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 2026 business.

Trailblazer requests any and all waivers that may be required so that the tendered Proposed Tariff Sections can become effective on May 1, 2026. 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)**

<u>Fuel Retention:</u>	<u>Expansion</u>	
Expansion System Fuel Reimbursement Percentage ("EFAP")	0.58%	
Under and Over Recovered Fuel ("UFRA")	<u>1.72%</u>	
Fuel Reimbursement Percentage 1/ 2/ 3/ 4/ 6/	2.30%	
<u>Lost and Unaccounted For ("L&U") Retention:</u>	<u>Expansion</u>	<u>Existing</u>
Current Projected Lost and Unaccounted For 5/	0.00%	0.00%
Under and Over-Recovered- Lost and Unaccounted For Gas ("UL&U")	<u>(0.11%)</u>	<u>0.00%</u>
L&U Reimbursement Percentage 6/	(0.11%)	0.00%
Total FL&U Reimbursement Percentage	<u>2.19%</u>	
Effective FL&U Reimbursement Percentage 7/	1.11%	

- 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%.
- 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	\$0.1033
Unrecovered PCT Reimbursement Adjustment ("UPRA")	<u>\$0.0570</u>
Total PCT Reimbursement Charge 3/ 4/ 5/	<u>\$0.1603</u>
Effective PCT Reimbursement Charge 6/	\$0.0717

- 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:

	<u>Expansion</u>
Expansion System Fuel Reimbursement Percentage ("EFAP")	0. 60 <u>58</u> %
Under and Over Recovered Fuel ("UFRA")	0.51 <u>1.72</u> %
Fuel Reimbursement Percentage 1/ 2/ 3/ 4/ 6/ 7/	1.11 <u>2.30</u> %

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

	<u>Expansion</u>	<u>Existing</u>
Current Projected Lost and Unaccounted For 5/	0.00%	0.00%
Under and Over-Recovered- Lost and Unaccounted For Gas ("UL&U")	(0.15) <u>1.1</u> %	<u>0.00</u> %
L&U Reimbursement Percentage 6/ 7/	—(0.00) <u>1.1</u> % 5/	0.00%

Total FL&U Reimbursement Percentage

2.19%

Effective FL&U Reimbursement Percentage 7/

1.11%

- 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%.~~

Trailblazer Pipeline Company LLC

FERC Gas Tariff
6th Revised Volume No. 1

Cur. Eff. Rts. - FTS & FTB Expan Syst, ITS, & AOR Fuel & L&U
Section Version: 21.0.1

- 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/

<u>PCT Reimbursement Charges:</u>	<u>Expansion</u>
<u>Expansion System PCT Reimbursement Charge</u>	<u>\$0.1033</u>
<u>Unrecovered PCT Reimbursement Adjustment ("UPRA")</u>	<u>\$0.0570</u>
<u>Total PCT Reimbursement Charge 3/ 4/ 5/</u>	<u>\$0.1603</u>
<u>PCT Reimbursement Charges:</u>	<u>Expansion</u>
<u>Expansion System PCT Reimbursement Charge</u>	<u>\$0.0513</u>
<u>Unrecovered PCT Reimbursement Adjustment ("UPRA")</u>	<u>\$0.0061</u>
<u>Total PCT Reimbursement Charge 3/ 4/ 5/ 6/</u>	<u>\$0.0574</u>
<u>Effective PCT Reimbursement Charge 6/</u>	<u>\$0.0717</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.

Periodic Rate Adjustment (PRA)

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

Effective May 1, 2026

<u>Line No.</u>		<u>Lost & Unaccounted For Retention</u>		
		<u>Existing System</u>	<u>Expansion System</u>	
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>(0.11%)</u>	Appendix D
3	L&U Reimbursement Percentage	<u><u>0.00%</u></u>	<u><u>(0.11%)</u></u>	
			<u>Fuel Retention (Expansion)</u>	
4	Expansion System Fuel Reimbursement Percentage (EFAP)		0.58%	Appendix B, Page 1
5	Under/(Over)-Recovered Fuel (UFRA)		<u>1.72%</u>	Appendix D
6	Fuel Reimbursement Percentage		<u><u>2.30%</u></u>	
			<u>Total FL&U Retention (Expansion)</u>	
7	L&U Reimbursement Percentage		(0.11%)	Line 3
8	Fuel Reimbursement Percentage		<u>2.30%</u>	Line 6
9	Total FL&U Reimbursement Percentage (Calculated)		<u><u>2.19%</u></u>	
10	Proposed Total FL&U Reimbursement Percentage		1.11%	1/
			<u>PCT Reimbursement Charges (Expansion)</u>	
11	Expansion System PCT Reimbursement Charge		\$0.1033	Appendix C
12	Unrecovered PCT Reimbursement Adjustment (UPRA)		<u>\$0.0570</u>	Appendix D
13	Total PCT Reimbursement Charge (Calculated)		<u><u>\$0.1603</u></u>	
13	Proposed Total PCT Reimbursement Charge		\$0.0717	1/

Notes:

1/ Pursuant to caps established in Docket No. CP22-468 and made effective in Docket No. RP24-866.

Trailblazer Pipeline Company LLC

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

Expansion System Fuel (EFAP)

Effective May 1, 2026

<u>Line No.</u>	<u>Month</u>		Gas Compressor <u>Fuel 1/</u> (Dth)
1	Jul-25		144,696
2	Aug-25		126,592
3	Sep-25		146,855
4	Oct-25		151,264
5	Nov-25		155,350
6	Dec-25		118,384
7	Jan-26		139,034
8	Feb-26		145,262
9	Mar-26		149,881
10	Apr-26		158,200
11	May-26		161,179
12	Jun-26		166,439
13			<u>1,763,136</u>
14	East Cheyenne Throughput (Dth)	11,324,462 2/	
15	East Cheyenne Fixed Tariff Rate	<u>0.25%</u>	
16	East Cheyenne Fuel Recovery	28,311	<u>(28,311)</u>
17	Net Fuel		1,734,825
18	Annual Volumes (Dth)		<u>301,656,519 3/</u>
19	Expansion System Fuel Reimbursement Percentage (EFAP)		<u><u>0.58%</u></u>

Notes:

- 1/ Appendix E, Page 2, Line 2.
- 2/ Appendix E, Page 2, Line 10.
- 3/ Appendix E, Page 2, Line 3.

Trailblazer Pipeline Company LLC

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

Current L&U

Effective May 1, 2026

<u>Line No.</u>	<u>Month</u>	<u>Unaccounted For</u> (Dth) 1/
1	Jul-25	(39,376)
2	Aug-25	(8,466)
3	Sep-25	(6,599)
4	Oct-25	(28,467)
5	Nov-25	(32,984)
6	Dec-25	(48,926)
7	Jan-26	(10,605)
8	Feb-26	(21,531)
9	Mar-26	(15,528)
10	Apr-26	(1,213)
11	May-26	(27,829)
12	Jun-26	(20,514)
13	Total Loss/(Gain)	<u>(262,038)</u>
14	Annual Volumes (Dth)	272,382,885 2/
15	L&U Reimbursement Percentage	<u><u>(0.10%)</u></u>
16	Proposed L&U Reimbursement Percentage	<u><u>0.00%</u></u> 3/

Notes:

1/ Appendix E, Page 1, Line 3.

2/ Appendix E, Page 1, Line 6.

3/ 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, 2026

<u>Line No.</u>	<u>Month</u>	Electric Power <u>Cost 1/</u>
1	Jul-25	\$580,637
2	Aug-25	\$600,199
3	Sep-25	\$845,534
4	Oct-25	\$867,990
5	Nov-25	\$1,033,702
6	Dec-25	\$885,252
7	Jan-26	\$1,089,549
8	Feb-26	\$1,126,522
9	Mar-26	\$1,147,522
10	Apr-26	\$1,207,527
11	May-26	\$1,249,260
12	Jun-26	<u>\$1,303,170</u>
13		\$11,936,862
14	Existing System Embedded Electric Power Costs	<u>(\$2,000,000) 2/</u>
15	Net Electric Power Costs	\$9,936,862
16	Annual Volumes (Dth)	<u>96,185,622 3/</u>
17	Expansion System PCT Reimbursement Charge	<u><u>\$0.1033</u></u>

Notes:

1/ Appendix E, Page 3, Line 2.

2/ 170 FERC ¶ 61,177 (March 3, 2020).

3/ 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, 2026

<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)	(62,980)	(102,056)	1/
2	Existing System Over-Recovered L&U (Cashed-Out at Monthly AMIP)	<u>62,980</u>	<u>0</u>	
3	Under/(Over)-Recovered Lost and Unaccounted For Gas (UL&U)	0	(102,056)	
4	Amortization Volumes (Appendix E)	<u>175,963,083</u>	<u>96,419,802</u>	1/
5	UL&U Percentage	<u>0.00%</u>	<u>(0.11%)</u>	
			<u>Fuel Retention</u> <u>(Expansion)</u>	
6	Under/(Over)-Recovered Fuel (UFRA) (Dth)		1,662,635	2/
7	Amortization Volumes (Appendix E)		<u>96,419,802</u>	2/
8	UFRA Percentage		<u>1.72%</u>	
			<u>PCT Reimbursement Charges</u> <u>(Expansion)</u>	
9	Under/(Over)-Recovered PCT Reimbursement		\$5,485,741	3/
10	Amortization Volumes		<u>96,185,622</u>	4/
11	Unrecovered PCT Reimbursement Adjustment (UPRA)		<u>\$0.0570</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, 2025 to December 31, 2025
Lost & Unaccounted For - Under/(Over)-Recovered L&U (UL&U) Deferred Account

Line No.		Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Total
	Lost & Unaccounted For													
	<u>L&U Loss/(Gain)</u>													
1	Trailblazer	(32,560)	(2,302)	(1,496)	(23,614)	(27,560)	(46,903)	(8,360)	(21,664)	(13,366)	838	(23,438)	(16,056)	(216,481)
2	Leased and 858 Capacity - REX and TIGT 1/	(6,816)	(6,164)	(5,103)	(4,853)	(5,424)	(2,023)	(2,245)	133	(2,162)	(2,051)	(4,391)	(4,458)	(45,557)
3	Loss/(Gain)	(39,376)	(8,466)	(6,599)	(28,467)	(32,984)	(48,926)	(10,605)	(21,531)	(15,528)	(1,213)	(27,829)	(20,514)	(262,038)
	<u>Throughput (Forward Haul)</u>													
4	Existing	14,384,388	13,618,430	15,603,571	14,492,038	14,951,186	13,560,437	15,063,728	15,485,899	14,840,877	13,882,104	14,522,055	15,558,370	175,963,083
5	Expansion	8,181,090	7,301,843	9,549,937	8,365,654	8,349,302	5,761,214	7,605,549	7,223,176	7,660,565	8,302,962	8,430,364	9,688,146	96,419,802
6		22,565,478	20,920,273	25,153,508	22,857,692	23,300,488	19,321,651	22,669,277	22,709,075	22,501,442	22,185,066	22,952,419	25,246,516	272,382,885
	<u>Allocation of L&U</u>													
7	Existing	(25,100)	(5,511)	(4,094)	(18,048)	(21,165)	(34,338)	(7,047)	(14,683)	(10,242)	(759)	(17,607)	(12,642)	(171,235)
8	Expansion	(14,276)	(2,955)	(2,505)	(10,419)	(11,819)	(14,588)	(3,558)	(6,848)	(5,286)	(454)	(10,222)	(7,872)	(90,803)
9		(39,376)	(8,466)	(6,599)	(28,467)	(32,984)	(48,926)	(10,605)	(21,531)	(15,528)	(1,213)	(27,829)	(20,514)	(262,038)
	<u>Recovery of L&U</u>													
10	Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Expansion	818	730	955	837	(10,019)	(6,913)	(9,127)	(8,668)	(9,193)	(9,964)	(12,646)	(14,532)	(77,722)
12		818	730	955	837	(10,019)	(6,913)	(9,127)	(8,668)	(9,193)	(9,964)	(12,646)	(14,532)	(77,722)
	<u>Under/(Over)-Recovery (UL&U)</u>													
13	Existing	(25,100)	(5,511)	(4,094)	(18,048)	(21,165)	(34,338)	(7,047)	(14,683)	(10,242)	(759)	(17,607)	(12,642)	(171,235)
14	Expansion	(15,094)	(3,685)	(3,460)	(11,256)	(1,800)	(7,675)	5,569	1,820	3,907	9,510	2,424	6,660	(13,081)
15		(40,194)	(9,196)	(7,554)	(29,304)	(22,965)	(42,013)	(1,478)	(12,863)	(6,335)	8,751	(15,183)	(5,982)	(184,316)
	<u>UL&U Deferred Account</u>													
	Existing													
16	Beginning Balance - Under/(Over)-Recovery	0	(25,100)	(30,611)	(34,705)	(52,753)	(73,918)	0	(7,047)	(21,730)	(31,971)	(32,730)	(50,338)	
17	Monthly Deferral - Charge/(Credit)	(25,100)	(5,511)	(4,094)	(18,048)	(21,165)	(34,338)	(7,047)	(14,683)	(10,242)	(759)	(17,607)	(12,642)	
18	Ending Balance Under/(Over)-Recovery	(25,100)	(30,611)	(34,705)	(52,753)	(73,918)	(108,256)	(7,047)	(21,730)	(31,971)	(32,730)	(50,338)	(62,980)	(62,980)
	Net UL&U Overcollection Cashout 2/													
19	Monthly AMIP	\$3,7400	\$3,6830	\$3,0867	\$2,4405	\$2,4545	\$2,6396	\$2,7690	\$2,5020	\$2,5804	\$2,6040	\$3,2315	\$3,3383	
20	Net L&U Overcollection to be Cashed Out	(\$93,875)	(\$20,297)	(\$12,636)	(\$44,047)	(\$51,949)	(\$90,637)	(\$19,513)	(\$36,736)	(\$26,427)	(\$1,976)	(\$56,899)	(\$42,203)	
21	Cashed Out November 1, 2025 3/	\$95,000	\$20,302	\$12,657	\$44,059	\$51,980	\$90,637							
22	To be Cashed Out May 1, 2026	\$1,125	\$5	\$21	\$12	\$31	\$0	(\$19,513)	(\$36,736)	(\$26,427)	(\$1,976)	(\$56,899)	(\$42,203)	(\$182,560)
	Expansion													
23	Beginning Balance - Under/(Over)-Recovery	(88,976)	(104,069)	(107,754)	(111,214)	(122,470)	(124,271)	(131,945)	(126,376)	(124,557)	(120,650)	(111,140)	(108,716)	
24	Monthly Deferral - Charge/(Credit)	(15,094)	(3,685)	(3,460)	(11,256)	(1,800)	(7,675)	5,569	1,820	3,907	9,510	2,424	6,660	
25	Ending Balance Under/(Over)-Recovery	(104,069)	(107,754)	(111,214)	(122,470)	(124,271)	(131,945)	(126,376)	(124,557)	(120,650)	(111,140)	(108,716)	(102,056)	(102,056)

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. RP25-1201-000

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 38.5

For The Period January 1, 2025 to December 31, 2025

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

Line No.		Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Total
	<u>Fuel</u>													
	<u>Burned</u>													
1	Leased and 858 Capacity - REX and TIGT 1/	144,696	126,592	146,855	151,264	155,350	118,384	139,034	145,262	149,881	158,200	161,179	166,439	1,763,136
2		144,696	126,592	146,855	151,264	155,350	118,384	139,034	145,262	149,881	158,200	161,179	166,439	1,763,136
	<u>Recoveries</u>													
3	Volumes Subject to Fuel 2/	26,501,745	23,470,376	28,786,455	25,930,884	27,432,413	21,150,453	23,594,724	23,415,806	23,252,578	24,085,425	25,277,522	28,758,138	301,656,519
4	Expansion Shipper Volumes	8,181,090	7,301,843	9,549,937	8,365,654	8,349,302	5,761,214	7,605,549	7,223,176	7,660,565	8,302,962	8,430,364	9,688,146	96,419,802
5	Billing Factor	-0.01%	-0.01%	-0.01%	-0.01%	0.92%	0.92%	0.92%	0.92%	0.92%	0.92%	1.11%	1.11%	
6	Total Expansion Shipper Recoveries	(818)	(730)	(955)	(837)	76,813	53,003	69,971	66,453	70,477	76,387	93,577	107,538	610,880
7	Backhaul Volumes Not Subject to Fuel	3,887,133	1,984,376	2,817,318	857,082	797,273	583,908	629,757	671,774	533,827	703,052	1,221,068	3,262,604	17,949,172
8	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%	
9	Total Backhaul Recoveries	0	0	0	0	0	0	0	0	0	0	0	0	0
10	East Cheyenne Volumes	49,134	565,727	815,629	2,216,110	3,334,652	1,244,894	295,690	34,957	217,309	1,197,307	1,104,035	249,018	11,324,462
11	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%	
12	Total East Cheyenne Recoveries	123	1,414	2,039	5,540	8,337	3,112	739	87	543	2,993	2,760	623	28,311
13	Other Recoveries and Adjustments 3/	2,029	82	640	(192)	857	726	264	39	1,292	58	(58)	(87)	5,650
14	Total Recoveries	1,334	766	1,724	4,512	86,006	56,841	70,974	66,580	72,312	79,439	96,279	108,074	644,841
15	Under/(Over)-Recovery (UFRA)	143,362	125,826	145,131	146,752	69,344	61,543	68,060	78,682	77,569	78,761	64,900	58,365	1,118,295
	<u>UFRA Deferred Account</u>													
16	Beginning Balance - Under/(Over)-Recovery	544,339	687,702	813,528	958,660	1,105,411	1,174,755	1,236,298	1,304,358	1,383,040	1,460,609	1,539,370	1,604,270	
17	Monthly Deferral - Charge/(Credit)	143,362	125,826	145,131	146,752	69,344	61,543	68,060	78,682	77,569	78,761	64,900	58,365	
18	Ending Balance Under/(Over)-Recovery	687,702	813,528	958,660	1,105,411	1,174,755	1,236,298	1,304,358	1,383,040	1,460,609	1,539,370	1,604,270	1,662,635	1,662,635

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.
- 3/ Includes recoveries from flex fuel associated with REX Secondary Points and miscellaneous or prior period adjustments.

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 40.5
For The Period January 1, 2025 to December 31, 2025
PCT - Unrecovered PCT Reimbursement Adjustment (UPRA) Deferred Account

Line No.	Electric	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Total
Power Charges														
1	Leased and 858 Capacity - REX and TIGT 1/	\$580,637	\$600,199	\$845,534	\$867,990	\$1,033,702	\$885,252	\$1,089,549	\$1,126,522	\$1,147,522	\$1,207,527	\$1,249,260	\$1,303,170	\$11,936,862
2		\$580,637	\$600,199	\$845,534	\$867,990	\$1,033,702	\$885,252	\$1,089,549	\$1,126,522	\$1,147,522	\$1,207,527	\$1,249,260	\$1,303,170	\$11,936,862
Recoveries														
Base Shipper Embedded														
3	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
4	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	
5		\$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
6	Commodity	14,455,090	13,568,676	15,609,765	14,449,645	14,931,874	13,552,206	15,052,367	15,468,418	14,672,583	13,857,108	14,455,993	15,537,452	175,611,177
7	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	
8		\$70,830	\$66,487	\$76,488	\$70,803	\$73,166	\$66,406	\$73,757	\$75,795	\$71,896	\$67,900	\$70,834	\$76,134	\$860,495
9	Total Embedded	\$148,229	\$143,886	\$153,887	\$148,203	\$150,566	\$143,805	\$151,156	\$153,195	\$149,295	\$145,299	\$148,234	\$153,533	\$1,789,287
Expansion														
10	Commodity	7,990,345	7,231,233	9,470,349	8,351,760	8,252,587	5,713,857	7,530,450	7,045,857	7,479,887	8,223,097	8,277,755	9,537,237	95,104,414
11	Billing Factor	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0574	\$0.0574	
12		\$411,503	\$372,408	\$487,723	\$430,116	\$0	\$0	\$0	\$0	\$0	\$0	\$475,143	\$547,437	\$2,724,330
ITS														
13	Commodity	24,355	45,359	-	-	3,879	-	15,397	112,445	122,485	15,824	75,169	74,682	489,595
14	Billing Factor	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0574	\$0.0574	
15		\$1,254	\$2,336	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,315	\$4,287	\$12,192
AOR														
16	Commodity	37,005	59,936	68,296	61,438	49,370	3,704	8,885	16,025	163,758	23,815	71,231	28,150	591,613
17	Billing Factor	\$0.0515	\$0.0515	\$0.0515	\$0.0515	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0574	\$0.0574	
18		\$1,906	\$3,087	\$3,517	\$3,164	\$0	\$0	\$0	\$0	\$0	\$0	\$4,089	\$1,616	\$17,378
19	Other Recoveries and Adjustments 2/	\$6,576	\$311	\$3,043	\$708	\$1,225	\$0	\$273	\$1	\$0	\$0	\$320	\$632	\$13,090
20	Total Recoveries	\$569,468	\$522,028	\$648,171	\$582,191	\$151,791	\$143,805	\$151,429	\$153,195	\$149,295	\$145,300	\$632,100	\$707,505	\$4,556,277
Unrecovered PCT Reimbursement Adjustment (UPRA)														
21	Power Costs	\$580,637	\$600,199	\$845,534	\$867,990	\$1,033,702	\$885,252	\$1,089,549	\$1,126,522	\$1,147,522	\$1,207,527	\$1,249,260	\$1,303,170	\$11,936,862
22	Embedded	(\$148,229)	(\$143,886)	(\$153,887)	(\$148,203)	(\$150,566)	(\$143,805)	(\$151,156)	(\$153,195)	(\$149,295)	(\$145,299)	(\$148,234)	(\$153,533)	(\$1,789,287)
23		\$432,408	\$456,313	\$691,647	\$719,788	\$883,136	\$741,446	\$938,393	\$973,328	\$998,227	\$1,062,228	\$1,101,026	\$1,149,637	\$10,147,575
24	Expansion & Other Recoveries	\$421,239	\$378,142	\$494,284	\$433,988	\$1,225	\$0	\$273	\$1	\$0	\$0	\$483,866	\$553,972	\$2,753,900
25	Under/(Over)-Collection	\$11,169	\$78,171	\$197,363	\$285,799	\$881,911	\$741,446	\$938,120	\$973,327	\$998,226	\$1,062,227	\$617,160	\$595,665	\$7,380,585
UPRA Deferred Account														
26	Beginning Balance - Under/(Over)-Recovery	(\$1,894,844)	(\$1,883,674)	(\$1,805,504)	(\$1,608,141)	(\$1,322,341)	(\$440,430)	\$301,016	\$1,239,136	\$2,212,463	\$3,210,689	\$4,272,916	\$4,890,076	
27	Monthly Deferral - Charge/(Credit)	\$11,169	\$78,171	\$197,363	\$285,799	\$881,911	\$741,446	\$938,120	\$973,327	\$998,226	\$1,062,227	\$617,160	\$595,665	
28	Ending Balance Under/(Over)-Recovery	(\$1,883,674)	(\$1,805,504)	(\$1,608,141)	(\$1,322,341)	(\$440,430)	\$301,016	\$1,239,136	\$2,212,463	\$3,210,689	\$4,272,916	\$4,890,076	\$5,485,741	\$5,485,741

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)
- 2/ Includes recoveries from flex fuel associated with REX Secondary Points and miscellaneous or prior period adjustments.

Trailblazer Pipeline Company LLC

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

(\$182,560.00) 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	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25				
1	302	#	0	0	5,000	0	31,162	12,500	0	0	0	5,000	0	0	53,662	53,662	0.0283%	(\$51.67)
2	335	#	140,074	88,118	0	16,561	97,314	0	0	0	0	0	0	9,080	351,147	351,147	0.1852%	(\$338.10)
3	1073	#	1,963,171	1,911,602	2,298,032	2,141,154	2,194,615	2,022,019	2,227,043	2,316,417	2,115,000	2,001,354	1,974,452	2,305,633	25,470,492	25,470,492	13.4334%	(\$24,524.03)
4	1464	#	188,636	170,709	186,643	177,520	187,624	181,562	182,036	189,193	183,090	176,737	183,090	189,193	2,196,033	2,196,033	1.1582%	(\$2,114.43)
5	1811	#	1,398,577	1,265,725	1,387,218	1,274,883	1,357,079	1,321,428	1,368,684	1,390,375	1,500,628	1,338,331	1,356,925	1,390,175	16,350,028	16,350,028	8.6232%	(\$15,742.47)
6	2281	#	11,377	10,276	11,312	10,572	11,071	10,904	10,780	11,377	11,010	10,968	11,010	11,377	132,034	132,034	0.0696%	(\$127.13)
7	2835	#	0	0	0	0	0	0	0	0	0	0	700	0	700	700	0.0004%	(\$0.67)
8	3187	#	37,800	38,558	43,318	40,948	43,928	42,007	42,514	45,446	43,980	40,253	43,865	45,446	508,063	508,063	0.2680%	(\$489.18)
9	3356	#	0	10,280	10,199	9,837	11,408	10,903	11,250	11,408	11,040	10,998	11,040	11,408	119,771	119,771	0.0632%	(\$115.32)
10	3723	#	4,249,135	3,794,144	4,545,344	4,273,252	4,400,261	4,087,929	4,525,112	4,530,235	4,553,031	4,242,377	4,487,460	4,673,030	52,361,310	52,361,310	27.6159%	(\$50,415.60)
11	3748	#	291,409	270,175	301,105	280,026	297,600	278,225	279,442	298,318	288,267	258,861	287,998	297,600	3,429,026	3,429,026	1.8085%	(\$3,301.61)
12	4464	#	83,308	92,095	145,853	121,292	102,440	81,295	95,875	106,444	104,885	85,821	103,116	108,365	1,230,789	1,230,789	0.6491%	(\$1,185.05)
13	4528	#	56,411	45,772	28,800	734,405	797,273	563,544	599,708	677,002	556,361	622,004	89,173	0	4,770,453	4,770,453	2.5160%	(\$4,593.19)
14	4980	#	489,033	481,616	486,051	449,494	483,939	461,481	467,043	437,472	453,030	399,084	537,824	488,915	5,634,982	5,634,982	2.9719%	(\$5,425.59)
15	5279	#	307,110	276,038	300,720	270,806	281,828	200,016	239,823	263,500	249,069	196,569	249,664	254,175	3,089,318	3,089,318	1.6293%	(\$2,974.52)
16	10040	#	22,777	20,216	22,476	21,805	26,368	21,254	21,312	21,671	21,082	21,397	21,379	21,795	263,532	263,532	0.1390%	(\$253.74)
17	10420	#	0	0	0	0	0	6,100	0	0	0	0	0	0	6,100	6,100	0.0032%	(\$5.87)
18	10579	#	0	2,500	0	0	0	0	0	0	0	0	0	0	2,500	2,500	0.0013%	(\$2.41)
19	11926	#	1,128,276	1,019,088	1,117,170	1,003,413	1,075,200	812,501	1,057,822	1,091,383	1,063,117	1,016,812	1,091,880	1,118,670	12,595,332	12,595,332	6.6429%	(\$12,127.30)
20	15034	#	544,954	560,000	604,313	534,114	522,275	434,998	466,488	588,807	298,914	305,354	300,000	461,134	5,621,351	5,621,351	2.9648%	(\$5,412.47)
21	15041	#	151,615	140,000	153,953	144,597	146,704	112,821	146,484	154,983	129,940	101,456	148,552	154,573	1,685,678	1,685,678	0.8890%	(\$1,623.04)
22	17997	#	423,018	381,328	456,928	409,207	396,970	321,098	435,359	459,900	407,849	152,605	289,334	441,857	4,575,453	4,575,453	2.4131%	(\$4,405.43)
23	18559	#	882,654	833,600	961,228	888,282	920,605	911,382	941,974	964,200	933,600	924,848	926,384	940,089	11,028,846	11,028,846	5.8167%	(\$10,619.02)
24	19129	#	1,737,737	1,892,145	2,449,438	3,366,157	3,119,117	2,752,663	2,117,885	1,979,000	2,096,080	2,976,953	2,649,063	2,061,422	29,197,660	29,197,660	15.3992%	(\$28,112.70)
25	21439	#	625,802	612,303	675,289	624,237	678,275	640,158	660,523	679,954	658,020	647,388	657,954	679,954	7,839,857	7,839,857	4.1348%	(\$7,548.53)
26	300113	#	5,361	481	0	0	0	0	0	0	0	1	0	0	5,843	5,843	0.0031%	(\$5.63)
27	300129	#	0	0	0	0	0	0	0	0	0	4,000	5,000	0	9,000	9,000	0.0047%	(\$8.67)
28	300152	#	0	0	0	0	0	0	0	0	0	0	357,545	719,097	1,076,642	1,076,642	0.5678%	(\$1,036.63)
29	Grand Total		14,738,235	13,916,769	16,190,390	16,792,562	17,183,056	15,286,788	15,897,157	16,217,085	15,677,993	15,539,171	15,783,408	16,382,988	189,605,602	189,605,602	100.0000%	(\$182,560.00)

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