TALLGRASS
Leading Energy Solutions

Trailblazer Pipeline Company LLC

July 1, 2026

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

Re: Trailblazer Pipeline Company LLC
Revisions to Fuel and L&U Reimbursement Percentages and Power Cost Tracker Reimbursement Charges
Docket No. RP26-____-000

Dear Secretary Reese:

Pursuant to section 4 of the Natural Gas Act ("NGA")[1] and part 154 of the regulations of the Federal Energy Regulatory Commission ("Commission" or "FERC"),[2] Trailblazer Pipeline Company LLC ("Trailblazer") submits for filing and acceptance by the Commission revisions to its Fuel Reimbursement Percentage, Lost and Unaccounted For ("L&U") Reimbursement Percentage, and Total Power Cost Tracker ("PCT") Reimbursement Charge. Trailblazer submits the following revised tariff records (the "Proposed Tariff Sections") to become effective August 1, 2026, as part of its FERC Gas Tariff, Sixth Revised Volume No. 1 ("Tariff").

Section Name	**Section Version**
Table of Contents	21.0.0
Currently Effective Rates – FTS Existing System	24.0.0
Curr. Eff. Rts. – FTS, ITS, & AOR Fuel & L&U	23.0.0
Curr. Eff. Rts. – Power Cost Tracker Rates	18.0.0
GTC Section 38 – PRA – Fuel Reimbursement	7.0.0
GTC Section 40 – Power Cost Tracker	22.0.0

Statement of Nature, Reasons, and Basis for Filing

Bifurcated Fuel Recovery Methodology Resulting from 2002 Expansion Project

Trailblazer recovers its fuel and electric power costs through a bifurcated fuel and power cost recovery structure. This bifurcated system is the result of the "2002 Expansion Project," approved by the Commission in Docket No. CP01-64-000, in which Trailblazer proposed significant updates to the

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[1] 15 USC § 717c.
[2] 18 CFR pt. 154 (2025).

compression on its system.[3] To prevent subsidization of fuel costs associated with the new and expanded compression, Trailblazer adopted a bifurcated approach to recovering fuel and electric power costs. Under this approach, Existing Shippers—those holding capacity prior to the 2002 Expansion Project—paid for fuel and electric power costs associated with the single pre-existing electric compressor through fixed charges referred to as Embedded Fuel Rates. Expansion Shippers—those obtaining capacity from the 2002 Expansion Project—were subject to a tracker mechanism designed to recover the remaining fuel ("Gas Fuel") and remaining electric power costs ("Electric Power Costs") associated with the new and expanded compression.

This bifurcated fuel recovery structure, while initially approved in connection with the 2002 Expansion Project, has been included (with updated numbers) in every rate case settlement since the 2002 Expansion Project. Most recently, this fuel recovery structure was included in Trailblazer's last rate case settlement in Docket No. RP18-922-001 ("2019 Settlement") that was approved in 2020.[4]

Under Article V of the 2019 Settlement, Existing Shippers collectively pay fixed Embedded Fuel Rates amounting to $2 million annually.[5] The $2 million recovered from Existing Shippers annually is collected through an even (50-50) split between reservation and commodity components. The remaining shippers—that is, the Expansion Shippers—pay the remaining fuel costs (i.e., Gas Fuel and Electric Power Costs) through the tracker and true-up mechanism first established in 2002 and set forth currently in GT&C Sections 38 and 40 of Trailblazer's Tariff. Rates for Gas Fuel and Electric Power Costs are reset annually each May 1 and may be updated with interim filings effective on November 1 under Sections 38 and 40.[6]

Trailblazer's Authority to Amend its Fuel Recovery under the 2019 Settlement

The 2019 Settlement established a rate moratorium fixing Trailblazer's transportation rates, as well as the Existing Shippers' $2 million Embedded Fuel Rates, through December 31, 2025.[7] The 2019

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[3] *Trailblazer Pipeline Co.*, 95 FERC ¶ 61,258 (2001). Additional background related to Trailblazer's fuel recovery methodology was provided by Trailblazer Witness Michael Rinehart submitted with Trailblazer's December 31, 2025, NGA section 4 general rate case filing in Docket No. RP26-339-000 ("Rate Case Filing"). Trailblazer Pipeline Co. LLC, General NGA Section 4 Rate Filing and Tariff Changes, Docket No. RP26-339-000, at Exhibit No. TPC-0090 (Rinehart Testimony) (filed December 31, 2025).
[4] Trailblazer Pipeline Co. LLC, Uncontested Offer of Settlement, Docket No. RP18-922-004 (filed December 20, 2019); *Trailblazer Pipeline Company LLC*, 170 FERC ¶ 61,177 (2020) (letter order approving 2019 Settlement).
[5] Per Section 40 of the General Terms and Conditions ("GT&C") of Trailblazer's FERC Gas Tariff, PCT reimbursement charges are not applicable to Existing Shippers.
[6] Trailblazer most recently submitted its annual periodic rate adjustment filing on March 31, 2026, in Docket No. RP26-707-000 ("PRA Filing"), which was subsequently approved by the Commission on April 30, 2026, and on compliance on May 21, 2026. *Trailblazer Pipeline Co. LLC,* 195 FERC ¶ 61,080 (2026); *Trailblazer Pipeline Co. LLC*, Docket No. RP26-707-001 (May 21, 2026) (delegated unpublished letter order on compliance). The PRA Filing and the rates proposed therein were 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 an annual filing by March 31 of each year.
[7] *See* 2019 Settlement at Art. IX § 9.1.

Settlement also required Trailblazer to maintain the fuel and electric power cost "*structure and collection methodology*" in its next rate case following the end of the moratorium period.[8] However, the 2019 Settlement specifically permitted Trailblazer to "propose different cost allocations, a different contribution level, or different reservation and commodity billing determinants for the calculation of" the embedded fuel charge for Existing Shippers.[9]

Trailblazer satisfied this Article V condition by filing the same bifurcated fuel structure, but with updated cost allocations, contribution level, and billing determinants in its Rate Case Filing, as discussed in more detail below. Nothing in the 2019 Settlement prohibits Trailblazer from filing a revised fuel and power cost recovery structure in a later NGA Section 4 filing following the general rate case required to be filed on December 31, 2025.[10]

Abandonment Project and Transformation of Trailblazer System

Since the 2019 Settlement, Trailblazer's system has fundamentally changed. In Docket No. CP22-468-000, the Commission authorized Trailblazer to abandon 392 miles of mainline and all compression facilities, and authorized Trailblazer instead to rely on capacity on Rockies Express Pipeline LLC ("REX")[11] and on Tallgrass Interstate Gas Transmission, LLC ("TIGT")[12] to provide jurisdictional service to customers (collectively, the "Abandonment Project").[13] As recognized by the Commission, Trailblazer is able "to ensure continuity of service to its customers" through its reliance on off-system capacity acquired via the REX Lease and the TIGT TSA.[14] Trailblazer's remaining owned facilities consist of approximately 89 miles of mainline pipe and related laterals, and Trailblazer no longer owns any compression facilities.[15]

Transportation of gas on the Trailblazer system, as reconstituted, causes costs of compression charged under the REX Lease and the TIGT TSA.[16] As a result of the Abandonment Project, *all* shippers rely

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[8] *See id*. at Art. V § 5.5 (emphasis added).
[9] *Id*.
[10] *See id*. at Art. IX, § 9.2 (comeback provision).
[11] Accomplished through a capacity lease arrangement (the "REX Lease").
[12] Accomplished through a firm transportation agreement (the "TIGT TSA").
[13] *Trailblazer Pipeline Co. LLC*, 185 FERC ¶ 61,039 (2023) ("Abandonment Order"); *see also* Trailblazer Pipeline Co. LLC and Rockies Express Pipeline LLC, Joint Abbreviated Application for Certificate and Abandonment Authorization, Docket No. CP22-468-000 (filed May 27, 2022) ("Abandonment Application").
[14] *Trailblazer Pipeline Co. LLC*, 185 FERC ¶ 61,039 at P 34.
[15] It makes no sense, then, to retain a system that was originally designed to calculate Existing Shippers' fuel costs based on the operation of a single compressor station that is no longer used to transport gas on the reconstituted Trailblazer system. *See* Rate Case Filing, Exhibit No. TPC-0090 (Rinehart Testimony) at 3.
[16] REX and TIGT charge Trailblazer the same fuel, L&U, and electric power costs that REX and TIGT charge their shippers pursuant to the terms of their respective tariffs. *See* Abandonment Order at P 12 ("Trailblazer will pay Rockies Express the same fuel and power charges that apply to shippers on the Rockies Express system."). REX also charges certain fuel and power costs of certain new REX facilities

equally on the same off-system compression owned by REX and TIGT. No shipper continues to rely on compression owned by Trailblazer prior to or after the 2002 Expansion Project, as all such compression was approved, in the public interest, to be abandoned. Thus, the original basis for differentiating Existing Shippers' and Expansion Shippers' rates with respect to fuel and power cost recovery no longer exists. The Existing Shippers' fuel cost is presently equal to their pro-rata throughput allocation of costs charged by REX and TIGT.

December 31, 2025, Rate Case Filing

Trailblazer made its Rate Case Filing on December 31, 2025, in Docket No. RP26-339-000, in compliance with the comeback provision established in the 2019 Settlement. As noted above, Article V of the 2019 Settlement permits Trailblazer to propose different cost allocations, contribution level, etc. "for the calculation of" the embedded fuel charge for Existing Shippers. Accordingly, Trailblazer proposed increased annual contributions and embedded fuel rates for its Existing Shippers to recover the costs of fuel and power that more accurately reflects cost causation principles.[17] 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.[18]

Although Trailblazer was required in its Rate Case Filing to maintain the bifurcated fuel recovery structure established in the 2019 Settlement, Trailblazer explained that the current "system no longer supports the distinctions that originally justified bifurcation."[19] Unfortunately, Trailblazer was not permitted in the Rate Case Filing to "propose a unified fuel and power cost tracker."[20] This filing proposes to transition from a fixed fuel charge for Existing Shippers based off of a throughput allocation as of a static date to a unified fuel and power cost tracker, as discussed below.

Instant Filing

This filing proposes to change the existing bifurcated fuel reimbursement structure to a tracker-based mechanism for all shippers because there is no basis to treat Existing Shippers differently from Expansion Shippers. Simply put, the Commission's Abandonment Order authorized Trailblazer to (i)

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that were specifically constructed to facilitate Trailblazer's use of the REX system, which are passed on to Trailblazer's customers. *Id*.

[17] Specifically, Trailblazer proposed to increase the Embedded Fuel Rates so that Existing Shippers contribute a more accurate share of the fuel and power costs incurred on their behalf—namely, an allocation based on throughput. *See* Rate Case Filing, Transmittal Letter at 8. This throughput-based approach resulted in a proposed embedded annual revenue requirement of $3.1 million for gas fuel and $8.6 million for electric power costs, totaling of $11.7 million in fuel costs, with each amount recovered evenly between reservation and commodity components. Rate Case Filing, Exhibit No. TPC-0090 (Rinehart Testimony) at 10. Trailblazer explained that "[u]pdating the Existing Shipper embedded fuel rates based on a throughput allocation is [] the only lawful, 2019 Settlement-compliant mechanism available to move materially closer to cost causation." Trailblazer Pipeline Co. LLC, Motion For Leave to Answer and Answer, Docket No. RP26-339-000 at 14 (filed January 20, 2026).

[18] *Trailblazer Pipeline Co. LLC,* 194 FERC ¶ 61,088 (2026).

[19] Rate Case Filing, Transmittal Letter at 7.

[20] *Id*.

abandon all compression facilities that gave rise to the prior bifurcated fuel structure and (ii) instead provide jurisdictional transportation service, including the fuel needed to provide that service, through the Commission-approved REX Lease and TIGT TSA.

As noted in the Abandonment Application, under the REX Lease, Trailblazer pays the same Fuel Reimbursement Charge and Electric Power Costs to REX as if Trailblazer were a shipper on the REX System taking service pursuant to the REX's Tariff.[21] REX shippers, including Trailblazer, are assessed fuel charges based on the relevant fuel rate for their transportation path multiplied by their throughput.[22] Accordingly, under the Commission's cost causation principles,[23] Existing and Expansion Shippers should pay for their Trailblazer fuel costs based on their throughput because that is how fuel is assessed to Trailblazer.

In *Antero Res. Corp. v. FERC*, the DC Circuit held that a shipper's fuel rate that is "wholly disconnected from the actual costs of its use of the pipeline" fails the Commission's cost-causation requirement and is therefore not just and reasonable.[24] Specifically, the court held that Tennessee Gas Pipeline Co., LLC's (TGP's) "two-tiered" fuel rate structure that required higher fuel contributions from TGP's expansion shipper (Antero) "is at odds with the principle of cost causation" because TGP's tariff did not assign fuel costs "based on Antero's *use of the pipeline system*."[25] Rather, the court held that "the rate FERC approved is fundamentally disconnected from the costs Antero imposes on the pipeline system, and FERC provided no reasoned basis for departing from cost causation" and remanded the case to the Commission.[26]

As in *Antero*, Trailblazer currently has a two-tiered fuel structure that allocates different costs to Existing Shippers and Expansion Shippers in a manner that does not reflect cost-causation. Trailblazer's Tariff, like TGP's tariff in *Antero*, currently does not assign fuel costs based on shippers' *use of the pipeline system*. Because Trailblazer no longer owns any of the compression facilities that gave rise to the bifurcated fuel recovery structure, and instead simply passes through the throughput-based fuel charged to it under the REX lease and TIGT TSA, the fuel allocation methodology that complies with *Antero* and the Commission's cost-causation principles is a tracker for all shippers based on throughput, as Trailblazer proposes here.[27]

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[21] Abandonment Application at 13, 21. The fuel and power costs associated with the "New REX Facilities" are tracked separately by REX and assessed solely to TPC. *Id*. at 13. L&U quantities are not recovered though a bifurcated structure; rather, they are allocated between Existing Shippers and Expansion Shippers based on throughput. The treatment of L&U quantities aligns with cost causation principles because L&U is allocated based on throughput.
[22] *See* Rockies Express Pipeline LLC, FERC Gas Tariff, Third Revised Volume No. 1, General Terms & Conditions at Sections 38, 40.
[23] *Antero Res. Corp. v. FERC*, 156 F.4th 654, 660-62 (DC Cir. 2025).
[24] *Id*. at 662.
[25] *Id*. at 660 (emphasis added).
[26] *Id*.
[27] *See id*. ("a just and reasonable rate must accord with the principle of cost causation, meaning that rates charged to a given shipper must generally reflect the costs of shipping its gas").

Therefore, Trailblazer proposes to make its existing tracker mechanism, currently applicable only to Expansion Shippers, applicable to all shippers. As Trailblazer has previously explained, the tracker mechanism is superior to the Embedded Fuel Rate: the tracker mechanism is subject to annual adjustments and reflects actual costs incurred on the system, whereas the embedded fuel rates remain fixed and do not keep pace with changing costs.[28] Accordingly, Trailblazer proposes to delete references to "Expansion" and "Existing" shippers in connection with fuel retention, L&U, and PCT Reimbursement Charge in the tariff in its Currently Effective Rates and in GT&C Sections 38 and 40.

In the Proposed Tariff Sections, Trailblazer proposes to maintain the existing structure with respect to periodic rate adjustment filings that will redetermine PCT Reimbursement Charge coincident with the restatement of Fuel and L&U Reimbursement Percentages under Section 38.3 based on the procedures set out in Sections 40.4 and 40.5.

Trailblazer also maintains deferred accounts that reconcile, on a monthly basis, the actual L&U collections, fuel collections, and electric power collections. The calculations of the Under/Over-Recovered L&U ("UL&U"), Under/Over-Recovered Fuel ("UFRA"), and Unrecovered PCT Reimbursement Charge Adjustment ("UPRA") are intended to recover the balance in each respective deferred account over the subsequent recovery period and may be positive or negative. Although this filing makes no changes to the deferred account methodology or the current amounts in UL&U, the Fuel – UFRA Deferred Account and the PCT – UPRA Deferred Account will be reset as of the effective date approved by the Commission for the updated tracker mechanism proposed in this instant filing. The balances of the current Fuel – UFRA Deferred Account and the PCT – UPRA Deferred Account as of that date will be collected, subject to the rate caps described below, exclusively from Expansion Shippers per the terms of the 2019 Settlement. In this way, Expansion Shippers will be responsible for past under-recoveries, and all shippers will be equally responsible for over- or under-recoveries incurred in the future and on a forward-looking basis.

Finally, with respect to fuel caps in Trailblazer's Tariff, as part of Trailblazer's Abandonment Project, Trailblazer established, for Expansion Shippers, (i) a cap of 1.11% on the sum of the Fuel Reimbursement Percentage and the L&U Reimbursement Percentage, and (ii) a $0.0717 cap on its PCT Reimbursement Charge. Trailblazer maintained those Expansion Shipper fuel caps in its Rate Case Filing and maintains them in this filing. Accordingly, this filing will apply the same 1.11% and $0.0717 caps to all shippers, regardless of status.

Summary of Support Schedules

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 August 1, 2026. The L&U Reimbursement Percentage is calculated by summing the Current L&U and the Under/Over-Recovered L&U ("UL&U"), as further detailed in Appendices B and D. The Total Fuel Reimbursement Percentage is calculated by summing the Fuel Reimbursement Percentage ("FAP") and the Under/Over-Recovered Fuel ("UFRA"), as further detailed in Appendices B and D. The Total FL&U Reimbursement Percentage is calculated by summing the L&U Reimbursement Percentage

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[28] *See* Rate Case Filing, Exhibit No. TPC-0084 (Cutright Testimony) at 30.

and the Fuel Reimbursement Percentage. The Total PCT Reimbursement Charge is calculated by summing the 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 August 1, 2026, and ending July 31, 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 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 Appendices E and F.

Appendix C sets out the proposed PCT Reimbursement Charge. The data reflected in Appendix C is based on actual Electric Power Costs and actual volumes, as detailed in Appendices E and F.

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 August 1, 2026. As mentioned earlier, the UFRA and UPRA amounts reflected in Appendix D are applicable only to Expansion Shippers in compliance with the 2019 Settlement. 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.

Procedural Matters

Trailblazer requests any and all waivers that may be required so that the tendered Proposed Tariff Sections can become effective on August 1, 2026, which is not less than 30 days nor more than 60 days from the submission of this filing. To the extent the Commission allows the Proposed Tariff Sections to go into effect without change, Trailblazer hereby moves pursuant to 18 CFR § 154.7(a)(9) to place the Proposed Tariff Sections into effect at the end of a minimal suspension period, if any, specified by the Commission. 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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In accordance with Section 154.2(d) of the Commission's regulations, a copy of this filing is available for public inspection during regular business hours at Trailblazer's office in Lakewood, Colorado. Copies of this filing are being served electronically on jurisdictional customers and interested state regulatory agencies. Trailblazer has posted this filing on its Internet website under Informational Postings, Regulatory.

Certification

Pursuant to Section 385.2005(a) of the Commission's regulations, the undersigned has read this filing and knows its contents, the contents are true as stated, to the best of his knowledge and belief, and the undersigned possesses full power and authority to sign such filing.

Respectfully submitted,

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

Authorized Representative of Trailblazer Pipeline Company LLC

Clean Tariff Records

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Form of Service Agreements	
Form of Service Agreement FTS	Form of Service Agreement FTS
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CURRENTLY EFFECTIVE RATES
Rate Schedule FTS Existing System 1/

			Reservation Charge		Commodity Charge 3/	
Primary Path	**Nominated Flow Path**	**Type of Charge**	**Maximum**	**Minimum**	**Maximum**	**Minimum**
West – East (Forward Haul)	Forward Haul	Base Rate	$8.0417	$0.0000	$0.0001	$0.0001
West - East (Forward Haul)	Backhaul	Base Rate	$8.0417	$0.0000	$0.0001	$0.0001

Authorized Overrun Service

The rate for Overrun Transportation Service for Rate Schedule FTS shall be that contained in Rate Schedule ITS.

ACA Charge

Unit charge pursuant to Section 32 of the General Terms and Conditions.

Secondary REX Point Fees

For any quantities transported from a Secondary REX Receipt Point and/or to a Secondary REX Delivery Point, Transporter may charge Shipper, in addition to any applicable rates and charges assessed pursuant to this Tariff, the applicable rates and charges, which shall not exceed the maximum rates set forth in the REX FERC Gas Tariff, including reservation and usage charges, surcharges, authorized overrun charges, fuel and power charges or retention, compression fees, balancing or storage fees, measurement fees, processing fees and/or incremental facility charges set forth in the REX FERC Gas Tariff. Such charges shall be set forth as separate items on the monthly invoices rendered to Shipper.

1/ Reservation Rates are $/Dth of MDQ/Month; Commodity Rates are $/Dth.

2/ Reserved for future use.

3/ Per Section 32 of the General Terms and Conditions of this Tariff, Transporter incorporates by reference the ACA unit charge, as published on the FERC's website located at http://www.ferc.gov, as the rate to be charged hereunder.

CURRENTLY EFFECTIVE RATES
FTS, ITS, and AOR Quantities
Fuel and Lost and Unaccounted For Reimbursement Percentages

Fuel Retention:	**Expansion**	**Existing**
Fuel Reimbursement Percentage (“FAP”)	0.63%	0.63%
Under or Over Recovered Fuel ("UFRA”)	1.61%	0.00%
Fuel Reimbursement Percentage 1/ 2/ 6/	2.24%	0.63%
Lost and Unaccounted For ("L&U") Retention:		
Current Projected Lost and Unaccounted For	0.00%	0.00%
Under or Over-Recovered- Lost and Unaccounted For Gas (“UL&U”)	(0.03%)	(0.03%)
L&U Reimbursement Percentage 6/	(0.03%)	(0.03%)
Total FL&U Reimbursement Percentage	2.21%	0.60%
Effective FL&U Reimbursement Percentage 7/	1.11%	0.60%

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/ Reserved for future use.

4/ Reserved for future use.

5/ Reserved for future use.

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 shall not exceed 1.11%.

CURRENTLY EFFECTIVE RATES
FTS, ITS, and AOR Quantities
Power Cost Tracker (PCT) Reimbursement Charges

1/ 2/

PCT Reimbursement Charges:	**Expansion**	**Existing**
PCT Reimbursement Charge	$0.0479	$0.0479
Unrecovered PCT Reimbursement Adjustment ("UPRA")	$0.0684	$0.0000
Total PCT Reimbursement Charge 5/	$0.1163	$0.0479
Effective PCT Reimbursement Charge 6/	$0.0717	$0.0479

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/ Reserved for future use.

4/ Reserved for future use.

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

6/ The Total PCT Reimbursement Charge shall not exceed $0.0717.

38. PERIODIC RATE ADJUSTMENT (PRA) - FUEL AND L&U REIMBURSEMENT

38.1 Purpose and Applicability: This Section 38 establishes a Periodic Rate Adjustment ("PRA") mechanism for the purpose of adjusting the Fuel Reimbursement Percentage ("FAP") and Under or Over Recovered Fuel ("UFRA") retention ("Fuel Reimbursement Percentages") and the Current Projected Lost and Unaccounted For and Under or Over Recovered Lost and Unaccounted For ("UL&U") retention ("L&U Reimbursement Percentage") as set forth in the Currently Effective Rates – FTS, ITS, & AOR Fuel & L&U and Currently Effective Rates – Wheeling Service sections of this FERC Gas Tariff. This provision specifies the procedure to be utilized to adjust such percentage to reflect: (a) changes in the level of Transporter's Fuel use per unit of relevant service required to recover related Fuel costs, and (b) under or over recovered Fuel and Lost and Unaccounted For. Fuel shall be recovered in-kind by Transporter by applying the Fuel Reimbursement Percentage to the quantity scheduled for receipt. L&U shall be recovered in-kind by Transporter by applying the L&U Reimbursement Percentage to the quantity scheduled for receipt.

38.2 DEFINITIONS

(a) "AMIP" for any Month shall mean the simple arithmetic average per dekatherm cost as derived from five (5) weekly prices as reported by Natural Gas Intelligence in the table entitled "Natural Gas Intelligence Weekly Gas Price Index; Spot Gas prices" for the locations defined in Section 12.3(c) of the General Terms and Conditions in Transporter's FERC Gas Tariff. The issues of such publication to be used in determining each month's weekly average prices shall include all issues with publication dates within the calendar month, plus the first publication of the next month.

(b) "Gas Fuel" shall mean the actual dekatherm quantity of gas consumed as determined under Section 38.4(c).

(c) "Fuel" means the total Gas Fuel and those quantities necessary to amortize the Under or Over Recovered Fuel Reimbursement Deferred Account.

(d) "Base Period" shall mean the twelve (12) Months of the most recently available actual experience and shall not be more than four (4) Months prior to the commencement of a new Recovery Period.

(e) "Recovery Period" shall mean the period during which the revised Fuel and L&U Reimbursement Percentages may be in effect, which shall be a twelve (12) Month period commencing with the effective date of the next redetermination as specified in Section 38.3.

(f) "Fuel Reimbursement" shall be the monthly quantity derived pursuant to Section 38.5(b)(ii) hereunder.

(g) "Lost and Unaccounted For" shall be the additional quantities lost (or lesser quantities for gains) to be recovered (or passed back) through the L&U Reimbursement Percentage.

38.3 PERIODIC RATE ADJUSTMENT

(a) The Fuel and L&U Reimbursement Percentages shall be re-determined annually to be effective May 1, except Transporter may also re-determine Fuel and L&U Reimbursement Percentages to be effective November 1 based on interim filings at Transporter's discretion.

(b) Transporter shall file its adjustment to the Fuel and L&U Reimbursement Percentages at least thirty (30) days prior to the effective date of the redetermination, based on the procedures set out in Sections 38.4 and 38.5. Tracking filings submitted in accordance with this Section shall become effective, subject to refund, on the designated effective dates. Any changes from the prior tracking level shall be subject to review in the tracking filing proceeding.

38.4 FUEL REIMBURSEMENT PERCENTAGE ("FAP") AND CURRENT PROJECTED LOST & UNACCOUNTED FOR REIMBURSEMENT PERCENTAGE

The methodology used to derive the FAP and Current Projected Lost and Unaccounted For Reimbursement Percentage for each PRA is as follows:

(a) Gas Fuel is divided by Receipt Quantities, to calculate the FAP.

(b) Gas Fuel. The Gas Fuel to be included in the FAP consists of the actual dekatherm quantity consumed during the Base Period, as adjusted for changes which are known and measurable with reasonable accuracy.

(c) Receipt Quantities. Receipt Quantities, as defined by Section 1 of the FERC Gas Tariff hereof, except any transactions that are not subject to the FAP shall not be included in the Receipt Quantities that are used to calculate the FAP. The Receipt Quantities used in the calculation of the FAP shall be the Receipt Quantities for the Base Period, adjusted for known and measurable changes.

(d) Current Projected Lost and Unaccounted For. The Lost and Unaccounted For quantities, if any, or credit for unaccounted for gain quantities, if any, to be recovered in the Current Projected Lost and Unaccounted For Reimbursement Percentage in the Base Period, as adjusted for changes that are known and measurable with reasonable accuracy in the Recovery Period, and as expressed in Dth. This quantity shall be divided by Receipt Quantities in the Base Period, as adjusted for changes that are known and measurable with reasonable accuracy in the Recovery Period, to derive the Current Projected Lost and Unaccounted For Reimbursement Percentage. Actual Lost and Unaccounted For losses (or gains) shall be reconciled under Section 38.5(c) hereunder.

38.5 UNDER AND OVER RECOVERED FUEL AND LOST AND UNACCOUNTED FOR REIMBURSEMENT DEFERRED ACCOUNTS

Transporter shall establish and maintain deferred accounts to track monthly quantities and recoveries to measure the quantity of under and over recovered Fuel and Lost and Unaccounted For. These accounts shall be used for reconciling actual quantities used with actual quantities recovered in the next PRA filing.

(a) The accumulated current deferral subaccount balances in Account No. 182.3 may include the following:

(i) The net monthly quantity for deferral as Transporter's under or over recovery of fuel quantities under Transporter's Fuel Reimbursement Percentages with Transporter's actual fuel quantities.

(ii) The net monthly quantity for deferral as Transporter's under or over recovery of Lost and Unaccounted For under the applicable L&U Reimbursement Percentages, as measured with Transporter's actual Lost and Unaccounted For.

(b) The quantity to be included in the Fuel Deferred Account shall be calculated as follows:

(i) Transporter shall determine the actual Fuel quantities incurred that month.

(ii) Transporter shall then determine the quantity recovered as follows:

1. The Fuel quantity recovered shall be determined by multiplying the Fuel Reimbursement Percentage, as set forth in this FERC Gas Tariff in effect during the deferral Month, by the services subject Fuel rates during the month.

2. The quantities recovered in-kind by the Fuel Reimbursement Percentage shall be the Fuel Reimbursement, but in the event Transporter collects negotiated fuel rates, Transporter shall impute recovery of the maximum applicable tariff fuel rates in lieu of the negotiated fuel rates to determine the Fuel Reimbursement.

(iii) The under or over recovery and associated monthly deferral quantity shall be determined by taking the difference between the quantities derived in Section 38.5(b)(i) and Section 38.5(b)(ii), herein. The resulting quantities shall be reflected in Transporter's current deferral subaccount applicable to Reimbursement Percentages.

(iv) Transporter shall increase or decrease the deferred account for tracking future Fuel Reimbursement Percentages as follows:

1. Transporter shall increase the current deferral account for under recovery in the event the actual Fuel exceeds the Fuel Reimbursement that Transporter recovered hereunder.

2. Transporter shall reduce the current deferral account for over recovery in the event the actual Fuel is less than the total Fuel Reimbursement.

3. The quantity measured as under or over recovered shall include the UFRA component of the Fuel Reimbursement Percentage to amortize the prior period deferred quantity account.

(c) Transporter shall establish and maintain separate deferred accounts for assignment of monthly Lost and Unaccounted For quantities.

Actual monthly Lost and Unaccounted For losses or gains shall be compared to the monthly recovery of quantities under the applicable L&U Reimbursement Percentages so as to track the under or over recovery of Lost and Unaccounted For. The over or under recovery of each month’s quantities shall be carried forward and used as a positive-cost or negative-gain adjustment in the next PRA filing.

If the Lost and Unaccounted For Deferred Account is a negative (gain) balance at the end of the calendar year, the credit balance shall be passed back as a credit quantity to the L&U Reimbursement Percentage in the Recovery Period, except if the sum of the Fuel Reimbursement Percentage and the Total L&U Reimbursement Percentage is negative, the credit quantity shall be carried forward and used as an offset to a subsequent PRA filing in the UL&U component of the L&U Reimbursement Percentage.

If the Lost and Unaccounted For Deferred Account is an unrecovered L&U cost (loss) balance at the end of the calendar year, the deferred account balances shall be recovered in-kind through the UL&U component of the applicable L&U Reimbursement Percentage.

38.6 UNDER OR OVER RECOVERED FUEL AND UNDER OR OVER RECOVERED LOST AND

UNACCOUNTED FOR

The ending volumetric balance in the Under or Over Recovered Fuel Deferred Account will be divided by the applicable Receipt Quantities for the Recovery Period of the next PRA as the applicable UFRA component of the Fuel Reimbursement Percentage. The ending volumetric balance in the Under or Over Recovered Lost and Unaccounted For Deferred Account, if a cost (loss), will be divided by the applicable Receipt Quantities for the Recovery Period of the next PRA as the applicable UL&U component of the L&U Reimbursement Percentage.

40. PERIODIC RATE ADJUSTMENT – POWER COST TRACKER

40.1 PURPOSE AND APPLICABILITY

Purpose and Applicability: This Section 40 establishes a mechanism for the purpose of adjusting the Power Cost Tracker ("PCT") rates as set forth in the applicable rate Sections of this Tariff. This provision specifies the procedure to be utilized to adjust such costs to reflect: (a) changes in the level of Transporter's Electric Power Costs ("EPC"), and (b) amortization of the under or over-recovered PCT Reimbursement Charges as an UPRA rate as provided for in Section 40.5 hereof. All amounts for reimbursement of EPC shall be recovered in cash by Transporter by applying the PCT Reimbursement Charge as a commodity charge to the applicable transportation quantities.

Transactions that are not subject to the PCT Reimbursement Charges hereunder shall not be included in the quantities that are used to calculate PCT. The quantities used in the calculation of the PCT shall be the quantities for the Base Period, adjusted for known and measurable changes.

40.2 DEFINITIONS APPLICABLE TO THIS SECTION 40

(a) Electric Power Costs. The cost, as determined under Section 40.4 hereof, of electric power purchased by or for Transporter to be used in system operations. EPC shall also include the actual cost of any payments made by Transporter with respect to any surcharges imposed by electric power suppliers that may be billed or allocated to Transporter.

(b) Base Period. Each twelve (12) Month period of actual operating experience, commencing with the first Day of the Month that service is provided.

(c) Recovery Period. The period during which the PCT may be in effect, which shall be a twelve (12) Month period commencing with the effective date of the next re-determination as specified in Section 40.3.

40.3 POWER COST TRACKER

The PCT Reimbursement Charge shall be redetermined in Periodic Rate Adjustment ("PRA") filings coincident with the restatement of Fuel and L&U Reimbursement Percentages under Section 38.3 based on the procedures set out in Sections 40.4 and 40.5.

40.4 PCT REIMBURSEMENT CHARGE

The methodology used to derive the PCT Reimbursement Charge is as follows:

(a) EPC to be included in the PCT Reimbursement Charge are the actual EPC during the Base Period, as adjusted for changes which are known and measurable with reasonable accuracy.

(b) The annual EPC calculated pursuant to 40.4(a) above are then divided by the total estimated annual quantities in the Recovery Period to derive an amount per Dth, to be recovered in cash as an additional commodity charge assessed to transportation commodity quantities in the Recovery Period.

40.5 UNDER AND OVER RECOVERED PCT REIMBURSEMENT ADJUSTMENT (UPRA) ACCOUNT

Transporter shall establish and maintain a current deferral sub-account of under or over-recovered EPC. This account shall be used for reconciling PCT recoveries with Electric Power Costs in the next PRA filing to derive a UPRA rate adjustment to the PCT rate.

(a) The accumulated current deferral sub-account balance of Account No. 182.3 may include the following:

i. The Monthly deferral of a dollar amount associated with Transporter's actual under- or over-recovered EPC;

ii. Appropriate prior period adjustments to activity, if any;

iii. Transfers of any unamortized amounts remaining in a deferral sub-account of Account Nos. 819 and 855 to the next sub-account after the related surcharge amortization period has expired.

(b) Transporter shall determine the UPRA rate adjustment for each Recovery Period as follows:

i. Actual EPC for each month of the Base Period, less the recovery of monthly PCT charge billings in each month of the Base Period, netted and summed for the twelve months of the Base Period to determine the under or over-recovered deferred account balance;

ii. The deferred account balance shall be divided by projected commodity quantities in the Recovery Period to derive the UPRA rate for amortization of the positive (under-recovery) or credit (over-recovery) of EPC;

iii. Negotiated PCT Reimbursement Charge(s) shall be assessed in accordance with Section 35 of these General Terms and Conditions. In the event Transporter collects negotiated PCT rates, Transporter shall impute recovery of the maximum applicable tariff PCT rates in lieu of the negotiated PCT rates to determine the PCT Reimbursement Charge;

iv. The Monthly deferral cost amount shall be determined by the difference between the dollar amounts derived in Section 40(b)(i) herein. The resulting amounts shall be reflected in Transporter's current deferral subaccount applicable to rates.

(c) After each current deferred sub-account has twelve (12) Months of activity, as referenced in Section 40.5(a) above, an Under or Over recovered PCT Reimbursement Adjustment (UPRA) will be calculated such that each current deferred account will be amortized in the following twelve (12) Month period. To amortize the applicable deferred sub-account balance, the UPRA will be applied by taking the current delivered quantity multiplied by the UPRA rate. Any residual amount left in the applicable deferred sub-account balance after applying the UPRA will be transferred to the next deferred sub-account balance in the next PRA filing.

40.6 PERIODIC REVISION

The PCT Reimbursement Charge(s) will be revised hereunder on a periodic basis coincident with the restatement of the Fuel Reimbursement Percentages and L&U Reimbursement Percentages set out in Section 38.3.

Marked Tariff Records

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CURRENTLY EFFECTIVE RATES
Rate Schedule FTS Existing System 1/

			Reservation Charge		Commodity Charge 3/	
Primary Path	**Nominated Flow Path**	**Type of Charge**	**Maximum**	**Minimum**	**Maximum**	**Minimum**
West – East (Forward Haul)	Forward Haul	Base Rate	$8.0417	$0.0000	$0.0001	$0.0001
		~~Embedded Fuel~~	~~$0.9347~~	~~$0.9347~~	~~$0.0326~~	~~$0.0326~~
West - East (Forward Haul)	Backhaul	Base Rate	$8.0417	$0.0000	$0.0001	$0.0001
		~~Embedded Fuel~~	~~$0.9347~~	~~$0.9347~~	~~$0.0326~~	~~$0.0326~~

Authorized Overrun Service
The rate for Overrun Transportation Service for Rate Schedule FTS shall be that contained in Rate Schedule ITS.

ACA Charge
Unit charge pursuant to Section 32 of the General Terms and Conditions.

Secondary REX Point Fees
For any quantities transported from a Secondary REX Receipt Point and/or to a Secondary REX Delivery Point, Transporter may charge Shipper, in addition to any applicable rates and charges assessed pursuant to this Tariff, the applicable rates and charges, which shall not exceed the maximum rates set forth in the REX FERC Gas Tariff, including reservation and usage charges, surcharges, authorized overrun charges, fuel and power charges or retention, compression fees, balancing or storage fees, measurement fees, processing fees and/or incremental facility charges set forth in the REX FERC Gas Tariff. Such charges shall be set forth as separate items on the monthly invoices rendered to Shipper.

1/ Reservation Rates are $/Dth of MDQ/Month; Commodity Rates are $/Dth.

2/ Reserved for future use.

3/ Per Section 32 of the General Terms and Conditions of this Tariff, Transporter incorporates by reference the ACA unit charge, as published on the FERC's website located at http://www.ferc.gov, as the rate to be charged hereunder.

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

Fuel Retention:	**Expansion**	**Existing**
~~Expansion System~~ Fuel Reimbursement Percentage ("~~E~~FAP")	~~0.58~~0.63%	0.63%
Under or Over Recovered Fuel ("UFRA")	~~1.72~~1.61%	0.00%
Fuel Reimbursement Percentage 1/ 2/ 6/	~~2.30~~2.24%	0.63%
Lost and Unaccounted For ("L&U") Retention:	~~Expansion~~	~~**Existing**~~
Current Projected Lost and Unaccounted For	0.00%	0.00%
Under or Over-Recovered- Lost and Unaccounted For Gas ("UL&U")	(~~0.11~~0.03%)	~~0.00%~~(0.03%)
L&U Reimbursement Percentage 6/	(~~0.11~~0.03%)	~~0.00%~~(0.03%)
Total FL&U Reimbursement Percentage	~~2.19~~2.21%	0.60%
Effective FL&U Reimbursement Percentage 7/	1.11%	0.60%

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/ Reserved for future use.

4/ Reserved for future use.

5/ Reserved for future use.

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, ITS, and AOR Quantities
Power Cost Tracker (PCT) Reimbursement Charges

1/ 2/

PCT Reimbursement Charges:	**Expansion**	**~~Expansion~~Existing**
~~Expansion System~~ PCT Reimbursement Charge	$0.0479	$~~0.1033~~0.0479
Unrecovered PCT Reimbursement Adjustment ("UPRA")	$0.0684	$~~0.0570~~0.0000
Total PCT Reimbursement Charge 5/	$0.1163	$~~0.1603~~0.0479
Effective PCT Reimbursement Charge 6/	$0.0717	$0.~~0717~~0479

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/ Reserved for future use.

4/ Reserved for future use.

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.

38. PERIODIC RATE ADJUSTMENT (PRA) - FUEL AND L&U REIMBURSEMENT

38.1 Purpose and Applicability: This Section 38 establishes a Periodic Rate Adjustment ("PRA") mechanism for the purpose of adjusting the ~~Expansion System~~ Fuel Reimbursement Percentage ("~~E~~FAP") and Under or Over Recovered Fuel ("UFRA") retention ~~applicable to the Expansion System~~ ("Fuel Reimbursement Percentages") and the Current Projected Lost and Unaccounted For and Under or Over Recovered Lost and Unaccounted For ("UL&U") retention ~~for the Existing System and the Expansion System~~ ("L&U Reimbursement Percentages") as set forth in the Currently Effective Rates – FTS~~ Expan Syst~~, ITS, & AOR Fuel & L&U and Currently Effective Rates – Wheeling Service sections of this FERC Gas Tariff. This provision specifies the procedure to be utilized to adjust such percentage to reflect: (a) changes in the level of Transporter's Fuel use per unit of relevant service required to recover related Fuel costs, and (b) under or over recovered Fuel and Lost and Unaccounted For. Fuel shall be recovered in-kind by Transporter by applying the Fuel Reimbursement Percentage to the quantity scheduled for receipt. L&U shall be recovered in-kind by Transporter by applying the L&U Reimbursement Percentage to the quantity scheduled for receipt.

38.2 DEFINITIONS

(a) "AMIP" for any Month shall mean the simple arithmetic average per dekatherm cost as derived from five (5) weekly prices as reported by Natural Gas Intelligence in the table entitled "Natural Gas Intelligence Weekly Gas Price Index; Spot Gas prices" for the locations defined in Section 12.3(c) of the General Terms and Conditions in Transporter's FERC Gas Tariff. The issues of such publication to be used in determining each month's weekly average prices shall include all issues with publication dates within the calendar month, plus the first publication of the next month.

(b) "Gas Fuel" shall mean the actual dekatherm quantity of gas consumed as determined under Section 38.4(c).

(c) "Fuel" means the total Gas Fuel and those quantities necessary to amortize the Under or Over Recovered Fuel Reimbursement Deferred Account.

(d) "Base Period" shall mean the twelve (12) Months of the most recently available actual experience and shall not be more than four (4) Months prior to the commencement of a new Recovery Period. ~~Notwithstanding the preceding sentence, the initial Base Period shall be the period beginning February 1, 2014 and ending December 31, 2014.~~

(e) "Recovery Period" shall mean the period during which the revised Fuel and L&U Reimbursement Percentages may be in effect, which shall be a twelve (12) Month period commencing with the effective date of the next redetermination as specified in Section 38.3.

(f) "Fuel Reimbursement" shall be the monthly quantity derived pursuant to Section 38.5(b)(ii) hereunder.

(g) "Lost and Unaccounted For" shall be the additional quantities lost (or lesser quantities for gains) to be recovered (or passed back) ~~to the Expansion System and Existing System~~ through the L&U Reimbursement Percentage~~s~~.

38.3 PERIODIC RATE ADJUSTMENT

(a) The Fuel and L&U Reimbursement Percentages shall be re-determined annually to be effective May 1, except Transporter may also re-determine Fuel and L&U Reimbursement Percentages to be effective November 1 based on interim filings at Transporter's discretion.

(b) Transporter shall file its adjustment to the Fuel and L&U Reimbursement Percentages at least thirty (30) days prior to the effective date of the redetermination, based on the procedures set out in Sections 38.4 and 38.5. Tracking filings submitted in accordance with this Section shall become effective, subject to refund, on the designated effective dates. Any changes from the prior tracking level shall be subject to review in the tracking filing proceeding.

38.4 ~~EXPANSION SYSTEM~~ FUEL REIMBURSEMENT PERCENTAGE ("~~E~~FAP") AND CURRENT PROJECTED LOST & UNACCOUNTED FOR REIMBURSEMENT PERCENTAGE

The methodology used to derive the ~~E~~FAP and Current Projected Lost and Unaccounted For Reimbursement Percentage for each PRA is as follows:

(a) Gas Fuel is divided by Receipt Quantities, to calculate the ~~E~~FAP.

(b) Gas Fuel. The Gas Fuel to be included in the ~~E~~FAP consists of the actual dekatherm quantity consumed during the Base Period, as adjusted for changes which are known and measurable with reasonable accuracy~~, less the allocated dekatherm equivalent embedded in the maximum base tariff rates applicable to Existing System transportation~~.

(c) Receipt Quantities. Receipt Quantities, as defined by Section 1 of the FERC Gas Tariff hereof, except ~~Existing System and~~ any ~~other~~ transactions that are not subject to the ~~E~~FAP shall not be included in the Receipt Quantities that are used to calculate the ~~E~~FAP. The Receipt Quantities used in the calculation of the ~~E~~FAP shall be the Receipt Quantities for the Base Period, adjusted for known and measurable changes.

(d) Current Projected Lost and Unaccounted For. The Lost and Unaccounted For quantities, if any, or credit for unaccounted for gain quantities, if any, to be recovered in ~~Expansion System and Existing System~~ the Current Projected Lost and Unaccounted For Reimbursement Percentage in the Base Period, as adjusted for changes that are known and measurable with reasonable accuracy in the Recovery Period, and as expressed in Dth. This quantity shall be divided by Receipt Quantities in the Base Period, as adjusted for changes that are known and measurable with reasonable accuracy in the Recovery Period, to derive the Current Projected Lost and Unaccounted For Reimbursement Percentage. Actual Lost and Unaccounted For losses (or gains) shall be reconciled under Section 38.5(c) hereunder ~~and separately between the Expansion and Existing System L&U Reimbursement Percentages~~.

38.5 UNDER AND OVER RECOVERED FUEL AND LOST AND UNACCOUNTED FOR REIMBURSEMENT DEFERRED ACCOUNTS

Transporter shall establish and maintain ~~separate~~ deferred accounts to track monthly quantities and recoveries to measure the quantity of under and over recovered Fuel and Lost and Unaccounted For ~~for the Expansion System and to measure the quantity for under and over recovered Lost and Unaccounted For for the Existing System~~. These accounts shall be used for reconciling actual quantities used with actual quantities recovered in the next PRA filing.

(a) The accumulated current deferral subaccount balances in Account No. 182.3 may include the following:

(i) The net monthly quantity for deferral as Transporter's under or over recovery of fuel quantities under Transporter's Fuel Reimbursement Percentages with Transporter's actual fuel quantities.

(ii) The net monthly quantity for deferral as Transporter's under or over recovery of Lost and Unaccounted For under the applicable L&U Reimbursement Percentages, as measured with Transporter's actual Lost and Unaccounted For~~, and as assigned proportionally to the Expansion and Existing System based on monthly throughput~~.

~~(iii) The over recovery to the Existing System shall be adjusted for any Lost and Unaccounted For gain quantities refunded to Existing System rate shippers pursuant to Section 38.5 (c)(i) of this tariff, and monthly actual quantities shall include out-of-period quantity adjustments.~~

(b) The quantity to be included in the ~~Expansion System~~ Fuel Deferred Account shall be calculated as follows:

(i) Transporter shall determine the actual Fuel quantities incurred that month.

(ii) Transporter shall then determine the quantity recovered as follows:

1. The Fuel quantity recovered shall be determined by multiplying the Fuel Reimbursement Percentage, as set forth in this FERC Gas Tariff in effect during the deferral Month, by the services subject ~~to Expansion System~~ Fuel rates during the month.

2. The quantities recovered in-kind by the Fuel Reimbursement Percentage shall be the Fuel Reimbursement, but in the event Transporter collects negotiated fuel rates, Transporter shall impute recovery of the maximum applicable tariff fuel rates in lieu of the negotiated fuel rates to determine the Fuel Reimbursement.

(iii) The under or over recovery and associated monthly deferral quantity shall be determined by taking the difference between the quantities derived in Section 38.5(b)(i) and Section 38.5(b)(ii), herein. The resulting quantities shall be reflected in Transporter's current deferral subaccount applicable to ~~Expansion System~~ Reimbursement Percentages.

(iv) Transporter shall increase or decrease the deferred account for tracking future ~~Expansion System~~ Fuel Reimbursement Percentages as follows:

1. Transporter shall increase the current deferral account for under recovery in the event the actual Fuel exceeds the Fuel Reimbursement that Transporter recovered hereunder.

2. Transporter shall reduce the current deferral account for over recovery in the event the actual Fuel is less than the total Fuel Reimbursement.

3. The quantity measured as under or over recovered shall include the UFRA component of the Fuel Reimbursement Percentage to amortize the prior period deferred quantity account.

(c) Transporter shall establish and maintain separate deferred accounts for assignment of monthly Lost and Unaccounted For quantities~~ between Expansion and Existing System transportation services~~.

Actual monthly Lost and Unaccounted For losses or gains~~, as assigned~~

~~proportionally to Expansion and Existing Shippers based on monthly throughput,~~ shall be compared to the monthly recovery of quantities under the applicable L&U Reimbursement Percentages ~~to Expansion and Existing Shippers~~ so as to track the under or over recovery of Lost and Unaccounted For ~~separately as to Expansion and Existing Shippers~~. The over or under recovery of each month's quantities shall be carried forward and used as a positive-cost or negative-gain adjustment in the next PRA filing.

If the Lost and Unaccounted For Deferred Account is a negative (gain) balance at the end of the calendar year ~~for either the Existing System or Expansion System rate accounts: (i),~~ the credit balance ~~allocated to the Existing System shall be distributed as a lump-sum cash-out refund 30 days after the filing and acceptance of the PRA filing to shippers proportionally based on annual throughput; and~~

~~(ii) the credit balance amount allocated to the Expansion System~~ shall be passed back as a credit quantity to the ~~Expansion~~ L&U Reimbursement Percentage in the Recovery Period, except if the sum of the Fuel Reimbursement Percentage and the ~~Expansion System~~ Total L&U Reimbursement Percentage is negative, the ~~Expansion System~~ credit quantity shall be carried forward and used as an offset to a subsequent PRA filing in the UL&U component of the L&U Reimbursement Percentage.

If the Lost and Unaccounted For Deferred Account is an unrecovered L&U cost (loss) balance at the end of the calendar year, the ~~individual~~deferred account balances ~~applicable to Expansion and/or Existing System L&U Reimbursement Percentages~~ shall be recovered in-kind through the UL&U component of the applicable L&U Reimbursement Percentage.

38.6 UNDER OR OVER RECOVERED FUEL AND UNDER OR OVER RECOVERED LOST AND UNACCOUNTED FOR

The ending volumetric balance in the Under or Over Recovered Fuel Deferred Account will be divided by the applicable Receipt Quantities for the Recovery Period of the next PRA as the applicable UFRA component of the Fuel Reimbursement Percentage. The ending volumetric balance in the Under or Over Recovered Lost and Unaccounted For Deferred Account, if a cost (loss), will be divided by the applicable Receipt Quantities for the Recovery Period of the next PRA as the applicable UL&U component of the L&U Reimbursement Percentage.

40. PERIODIC RATE ADJUSTMENT – POWER COST TRACKER

40.1 PURPOSE AND APPLICABILITY

Purpose and Applicability: This Section 40 establishes a mechanism for the purpose of adjusting the ~~Expansion System~~ Power Cost Tracker ("PCT") rates as set forth in the applicable rate Sections of this Tariff. This provision specifies the procedure to be utilized to adjust such costs to reflect: (a) changes in the level of Transporter's Electric Power Costs ("EPC"), and (b) amortization of the under or over-recovered PCT Reimbursement Charges as an UPRA rate as provided for in Section 40.5 hereof. All amounts for reimbursement of EPC shall be recovered in~~-~~ cash by Transporter by applying the PCT Reimbursement Charge as a commodity charge to the applicable transportation quantities.

~~Existing System and other t~~Transactions that are not subject to the ~~Expansion System~~ PCT Reimbursement Charges hereunder shall not be included in the quantities that are used to calculate PCT. The quantities used in the calculation of the PCT shall be the quantities for the Base Period~~ on the Expansion System~~, adjusted for known and measurable changes.

40.2 DEFINITIONS APPLICABLE TO THIS SECTION 40

(a) Electric Power Costs. The cost, as determined under Section 40.4 hereof, of electric power purchased by or for Transporter to be used in system operations. EPC shall also include the actual cost of any payments made by Transporter with respect to any surcharges imposed by electric power suppliers that may be billed or allocated to Transporter.

(b) Base Period. Each twelve (12) Month period of actual operating experience, commencing with the first Day of the Month that service is provided.

(c) Recovery Period. The period during which the PCT may be in effect, which shall be a twelve (12) Month period commencing with the effective date of the next re-determination as specified in Section 40.3.

40.3 POWER COST TRACKER

The PCT Reimbursement Charge shall be redetermined in Periodic Rate Adjustment ("PRA") filings coincident with the restatement of Fuel and L&U Reimbursement Percentages under Section 38.3 based on the procedures set out in Sections 40.4 and 40.5.

40.4 ~~EXPANSION SYSTEM~~ PCT REIMBURSEMENT CHARGE

The methodology used to derive the ~~Expansion System~~ PCT Reimbursement Charge is as follows:

(a) EPC to be included in the ~~Expansion System~~ PCT Reimbursement Charge are ~~calculated by taking the sum of:~~ the actual EPC during the Base Period, as adjusted for changes which are known and measurable with reasonable accuracy~~, less the allocated annual cost of Electric Power embedded in the maximum base tariff rates applicable to Existing System transportation~~.

(b) The ~~net~~ annual EPC calculated pursuant to 40.4(a) above are then divided by the total estimated annual quantities ~~for the Expansion System~~ in the Recovery Period to derive an amount per Dth, to be recovered in cash as an additional commodity charge assessed to ~~Expansion System~~ transportation commodity quantities in the Recovery Period.

40.5 UNDER AND OVER RECOVERED PCT REIMBURSEMENT ADJUSTMENT (UPRA) ACCOUNT

Transporter shall establish and maintain a current deferral sub-account of under or over-recovered EPC~~ for the Expansion System~~. This account shall be used for reconciling PCT recoveries with Electric Power Costs in the next PRA filing to derive a UPRA rate adjustment to the PCT rate.

(a) The accumulated current deferral sub-account balance of Account No. 182.3 may include the following:

i. The Monthly deferral of a dollar amount associated with Transporter's actual under- or over-recovered EPC;

ii. Appropriate prior period adjustments to activity, if any;

iii. Transfers of any unamortized amounts remaining in a deferral sub-account of Account Nos. 819 and 855 to the next sub-account after the related surcharge amortization period has expired.

(b) Transporter shall determine the UPRA rate adjustment for each Recovery Period as follows:

i. Actual EPC for each month of the Base Period, less the ~~recovery of embedded Fuel costs by the Existing System base rate reservation and commodity billings recovered in each month of the Base Period, and less~~ recovery of monthly PCT charge ~~Expansion System~~ billings in each month of the Base Period, netted and summed for the twelve months of the Base Period to determine the under or over-recovered deferred account balance;

ii. The deferred account balance shall be divided by projected ~~Expansion System~~ commodity quantities in the Recovery Period to derive the UPRA rate for amortization of the positive (under-recovery) or credit (over-recovery) of EPC;

iii. Negotiated PCT Reimbursement Charge(s) shall be assessed in accordance with Section 35 of these General Terms and Conditions. In the event Transporter collects negotiated PCT rates, Transporter shall impute recovery of the maximum applicable tariff PCT rates in lieu of the negotiated PCT rates to determine the PCT Reimbursement Charge;

iv. The Monthly deferral cost amount shall be determined by the difference between the dollar amounts derived in Section 40(b)(i) herein. The resulting amounts shall be reflected in Transporter's current deferral subaccount applicable to ~~Expansion System~~ rates.

(c) After each current deferred sub-account has twelve (12) Months of activity, as referenced in Section 40.5(a) above, an Under or Over recovered PCT Reimbursement Adjustment (UPRA) will be calculated such that each current deferred account will be amortized in the following twelve (12) Month period. To amortize the applicable deferred sub-account balance, the UPRA will be applied by taking the current delivered quantity multiplied by the UPRA rate ~~for the Expansion System~~. Any residual amount left in the applicable deferred sub-account balance after applying the UPRA will be transferred to the next deferred sub-account balance in the next PRA filing.

40.6 PERIODIC REVISION

The PCT Reimbursement Charge(s) will be revised hereunder on a periodic basis coincident with the restatement of the Fuel Reimbursement Percentages and L&U Reimbursement Percentages set out in Section 38.3.

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

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

Effective August 1, 2026

Line No.		Expansion Shipper	Existing Shipper	References
		Lost & Unaccounted For Retention		
1	Current L&U	0.00%	0.00%	Appendix B, Page 2
2	Under/(Over)-Recovered L&U (UL&U)	(0.03%)	(0.03%)	Appendix D
3	L&U Reimbursement Percentage	(0.03%)	(0.03%)	
		Fuel Retention		
4	Fuel Reimbursement Percentage (FRP)	0.63%	0.63%	Appendix B, Page 1
5	Under/(Over)-Recovered Fuel (UFRA)	1.61%	0.00%	Appendix D
6	Fuel Reimbursement Percentage	2.24%	0.63%	
		Total FL&U Retention		
7	L&U Reimbursement Percentage	(0.03%)	(0.03%)	Line 3
8	Fuel Reimbursement Percentage	2.24%	0.63%	Line 6
9	Total FL&U Reimbursement Percentage	2.21%	0.60%	
10	**Proposed Total FL&U Reimbursement Percentage**	**1.11%**	**0.60%**	1/
		PCT Reimbursement Charge		
11	PCT Reimbursement Charge	$0.0479	$0.0479	Appendix C
12	Unrecovered PCT Reimbursement Adjustment (UPRA)	$0.0684	$0.0000	Appendix D
13	Total PCT Reimbursement Charge	$0.1163	$0.0479	
14	**Proposed Total PCT Reimbursement Charge**	**$0.0717**	**$0.0479**	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

Fuel Retainage Percentage (FRP)

Effective August 1, 2026

Line No.	Month	Gas Compressor Fuel (Dth)	
			1/
1	Jun-25	117,658	
2	Jul-25	138,770	
3	Aug-25	145,524	
4	Sep-25	148,989	
5	Oct-25	158,295	
6	Nov-25	161,246	
7	Dec-25	166,650	
8	Jan-26	171,578	
9	Feb-26	175,546	
10	Mar-26	187,717	
11	Apr-26	186,596	
12	May-26	179,549	
13	Total Fuel (Dth)	1,938,118	
14	Annual Volumes (Dth)	307,519,140	2/
15	Fuel Reimbursement Percentage (FRP)	0.63%	

Notes:

1/ Appendix E, Page 2, Line 2 - Line 13
2/ Appendix F, Line 4 + Line 9

Trailblazer Pipeline Company LLC

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

Current L&U

Effective August 1, 2026

Line No.	Month	Unaccounted For (Dth)	
			1/
1	Jun-25	(48,926)	
2	Jul-25	(10,605)	
3	Aug-25	(21,531)	
4	Sep-25	(15,528)	
5	Oct-25	(1,213)	
6	Nov-25	(27,829)	
7	Dec-25	(20,514)	
8	Jan-26	(30,906)	
9	Feb-26	(18,014)	
10	Mar-26	(26,325)	
11	Apr-26	(3,911)	
12	May-26	(2,926)	
13	Total Loss/(Gain)	(228,228)	
14	Annual Volumes (Dth)	307,519,140	2/
15	L&U Reimbursement Percentage	(0.07%)	
16	Proposed L&U Reimbursement Percentage	0.00%	3/

Notes:

1/ Appendix E, Page 1, Line 3
2/ Appendix F, Line 4 + Line 9
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

PCT Reimbursement Charge

Effective August 1, 2026

Line No.	Month	Electric Power Cost	
			1/
1	Jun-25	$885,252	
2	Jul-25	$1,089,276	
3	Aug-25	$1,126,521	
4	Sep-25	$1,147,521	
5	Oct-25	$1,207,527	
6	Nov-25	$1,248,940	
7	Dec-25	$1,302,538	
8	Jan-26	$1,299,552	
9	Feb-26	$1,318,814	
10	Mar-26	$1,353,183	
11	Apr-26	$1,347,100	
12	May-26	$1,340,971	
13	Total Electric Power Cost	$14,667,195	
14	Annual Volumes (Dth)	306,414,122	2/
15	PCT Reimbusement Charge	$0.0479	

Notes:

1/ Appendix E, Page 3, Line 2 - Line 19

2/ Appendix F, Line 13 + Line 18

Appendix D

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of UL&U, UFRA, UPRA

Effective August 1, 2026

Line No.			
		L&U Retention	
1	Under/(Over)-Recovered L&U (UL&U) (Dth)	(77,014)	2/
2	Amortization Volumes	307,519,140	3/
3	UL&U Percentage	(0.03%)	
		Fuel Retention	
4	Under/(Over)-Recovered Fuel (UFRA) (Dth)	2,024,427	4/
5	Amortization Volumes	125,542,660	5/
6	UFRA Percentage	1.61%	1/
		PCT Reimbursement	
7	Under/(Over)-Recovered PCT Reimbursement	$8,559,758	6/
8	Amortization Volumes	125,068,876	7/
9	Unrecovered PCT Reimbursement Adjustment (UPRA)	$0.0684	1/

Notes: 1/ Applicable to Expansion Shippers only per the terms of the settlement in Docket No. RP18-922.
2/ Appendix E, Page 1, Line 25
3/ Appendix F, Line 4 + Line 9
4/ Appendix E, Page 2, Line 18
5/ Appendix F, Line 9
6/ Appendix E, Page 3, Line 28
7/ Appendix F, Line 18

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 38.5
For The Period June 1, 2025 to May 31, 2026
Lost & Unaccounted For - Under/(Over)-Recovered L&U (UL&U) Deferred Account

Line No.		Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Total
	Lost & Unaccounted For													
	L&U Loss/(Gain)													
1	Trailblazer	(46,903)	(8,360)	(21,664)	(13,366)	838	(23,438)	(16,056)	(29,290)	(15,952)	(26,814)	(3,706)	(66)	(204,777)
2	Leased and 858 Capacity - REX and TIGT	(2,023)	(2,245)	133	(2,162)	(2,051)	(4,391)	(4,458)	(1,616)	(2,062)	489	(205)	(2,860)	(23,451)
3	Total Loss/(Gain)	(48,926)	(10,605)	(21,531)	(15,528)	(1,213)	(27,829)	(20,514)	(30,906)	(18,014)	(26,325)	(3,911)	(2,926)	(228,228)
	Throughput (Forward Haul)													
4	Existing	13,560,437	15,063,728	15,485,899	14,840,877	13,882,104	14,521,869	15,558,370	15,581,339	14,082,076	15,732,302	15,385,593	14,710,981	178,405,575
5	Expansion	5,761,214	7,605,549	7,223,176	7,660,565	8,302,962	8,430,364	9,688,146	9,775,456	9,184,967	9,918,722	9,033,391	9,855,641	102,440,153
6		19,321,651	22,669,277	22,709,075	22,501,442	22,185,066	22,952,233	25,246,516	25,356,795	23,267,043	25,651,024	24,418,984	24,566,622	280,845,728
	Allocation of L&U													
7	Existing	(34,338)	(7,047)	(14,683)	(10,242)	(759)	(17,607)	(12,642)	(18,991)	(10,903)	(16,146)	(2,464)	(1,752)	(147,573)
8	Expansion	(14,588)	(3,558)	(6,848)	(5,286)	(454)	(10,222)	(7,872)	(11,915)	(7,111)	(10,179)	(1,447)	(1,174)	(80,655)
9		(48,926)	(10,605)	(21,531)	(15,528)	(1,213)	(27,829)	(20,514)	(30,906)	(18,014)	(26,325)	(3,911)	(2,926)	(228,228)
	Recovery of L&U													
10	Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Expansion	(6,913)	(9,127)	(8,668)	(9,193)	(9,964)	(12,646)	(14,532)	(14,663)	(13,777)	(14,878)	(13,550)	0	(127,911)
12		(6,913)	(9,127)	(8,668)	(9,193)	(9,964)	(12,646)	(14,532)	(14,663)	(13,777)	(14,878)	(13,550)	0	(127,911)
	Under/(Over)-Recovery (UL&U)													
13	Existing	(34,338)	(7,047)	(14,683)	(10,242)	(759)	(17,607)	(12,642)	(18,991)	(10,903)	(16,146)	(2,464)	(1,752)	(147,573)
14	Expansion	(7,675)	5,569	1,820	3,907	9,510	2,424	6,660	2,748	6,666	4,699	12,103	(1,174)	47,256
15		(42,013)	(1,478)	(12,863)	(6,335)	8,751	(15,183)	(5,982)	(16,243)	(4,237)	(11,447)	9,639	(2,926)	(100,317)
	UL&U Deferred Account													
	Existing													
16	Beginning Balance - Under/(Over)-Recovery	(73,918)	0	(7,047)	(21,730)	(31,971)	(32,730)	(50,338)	0	(18,991)	(29,894)	(46,040)	(48,504)	
17	Monthly Deferral - Charge/(Credit)	(34,338)	(7,047)	(14,683)	(10,242)	(759)	(17,607)	(12,642)	(18,991)	(10,903)	(16,146)	(2,464)	(1,752)	
18	Ending Balance Under/(Over)-Recovery	(108,256)	(7,047)	(21,730)	(31,971)	(32,730)	(50,338)	(62,979)	(18,991)	(29,894)	(46,040)	(48,504)	(50,256)	(50,256)
	Net UL&U Overcollection Cashout 1/													
19	Monthly AMIP	$2.6396	$2.7690	$2.5020	$2.5804	$2.6040	$3.2315	$3.3383	$6.1455	$4.3675	$1.9292	$1.5550	$1.7530	
20	Net L&U Overcollection to be Cashed Out	($90,637)	($19,513)	($36,736)	($26,427)	($1,976)	($56,899)	($42,203)	($116,711)	($47,618)	($31,148)	($3,832)	($3,072)	
21	Cashed Out November 2025 and May 2026 2/	$90,637	$19,513	$36,736	$26,427	$1,976	$56,899	$42,203						
22	To Be Cashed Out	$0	$0	$0	$0	$0	$0	$0	($116,711)	($47,618)	($31,148)	($3,832)	($3,072)	($202,381)
	Expansion													
23	Beginning Balance - Under/(Over)-Recovery	(124,271)	(131,945)	(126,376)	(124,557)	(120,650)	(111,141)	(108,716)	(102,056)	(99,308)	(92,642)	(87,943)	(75,840)	
24	Monthly Deferral - Charge/(Credit)	(7,675)	5,569	1,820	3,907	9,510	2,424	6,660	2,748	6,666	4,699	12,103	(1,174)	
25	Ending Balance Under/(Over)-Recovery	(131,945)	(126,376)	(124,557)	(120,650)	(111,141)	(108,716)	(102,056)	(99,308)	(92,642)	(87,943)	(75,840)	(77,014)	(77,014)

Notes
1/ Pursuant to GT&C Section 38.5(c)i
2/ Docket Nos. RP25-1201 and RP26-707-000

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)

Determination of Deferred Account Pursuant to Section 38.5
For The Period June 1, 2025 to May 31, 2026
Fuel - Under/(Over)-Recovered Fuel (UFRA) Deferred Account

Line No.		Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Total
	Fuel													
	Burned													
1	Leased and 858 Capacity - REX and TIGT	118,384	139,034	145,563	150,281	158,353	161,188	166,566	172,007	175,707	187,770	185,964	184,394	1,945,211
2		118,384	139,034	145,563	150,281	158,353	161,188	166,566	172,007	175,707	187,770	185,964	184,394	1,945,211
	Recoveries													
3	Volumes Subject to Fuel	21,150,453	23,594,724	23,415,806	23,252,578	24,085,425	25,277,336	28,758,138	30,885,291	25,737,966	28,575,440	26,345,733	26,431,978	307,510,868
4	Expansion Shipper Volumes	5,761,214	7,605,549	7,223,176	7,660,565	8,302,962	8,430,364	9,688,146	9,775,456	9,184,967	9,918,722	9,033,391	9,855,641	102,440,153
5	Billing Factor	0.92%	0.92%	0.92%	0.92%	0.92%	1.11%	1.11%	1.11%	1.11%	1.11%	1.11%	1.11%	
6	Total Expansion Shipper Recoveries	53,003	69,971	66,453	70,477	76,387	93,577	107,538	108,508	101,953	110,098	100,271	109,398	1,067,634
7	Backhaul Volumes Not Subject to Fuel	583,908	629,757	671,774	533,827	703,052	1,221,068	3,262,604	5,258,786	2,291,523	2,244,160	464,822	474,585	18,339,866
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	1,244,894	295,690	34,957	217,309	1,197,307	1,104,035	249,018	269,710	179,400	680,256	1,461,927	1,390,771	8,325,274
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	3,112	739	87	543	2,993	2,760	623	674	449	1,701	3,655	3,477	20,813
13	Other Recoveries and Adjustments 1/	726	264	39	1,292	58	(58)	(84)	429	161	53	(632)	4,845	7,093
14	Total Recoveries	56,841	70,974	66,580	72,312	79,439	96,279	108,077	109,611	102,563	111,851	103,293	117,720	1,095,540
15	Under/(Over)-Recovery (UFRA)	61,543	68,060	78,983	77,969	78,914	64,909	58,489	62,396	73,144	75,919	82,671	66,674	849,671
	UFRA Deferred Account													
16	Beginning Balance - Under/(Over)-Recovery	1,174,755	1,236,298	1,304,358	1,383,341	1,461,309	1,540,225	1,605,134	1,663,623	1,726,019	1,799,163	1,875,082	1,957,753	
17	Monthly Deferral - Charge/(Credit)	61,543	68,060	78,983	77,969	78,914	64,909	58,489	62,396	73,144	75,919	82,671	66,674	
18	Ending Balance Under/(Over)-Recovery	1,236,298	1,304,358	1,383,341	1,461,309	1,540,225	1,605,134	1,663,623	1,726,019	1,799,163	1,875,082	1,957,753	2,024,427	2,024,427

Notes
1/ 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 June 1, 2025 to May 31, 2026
PCT - Unrecovered PCT Reimbursement Adjustment (UPRA) Deferred Account

Line No.		Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Total
	Electric													
	Power Charges													
1	Leased and 858 Capacity - REX and TIGT	$885,252	$1,089,549	$1,126,522	$1,147,522	$1,207,527	$1,249,260	$1,303,170	$1,299,553	$1,318,814	$1,353,812	$1,347,101	$1,380,105	$14,708,186
2		$885,252	$1,089,549	$1,126,522	$1,147,522	$1,207,527	$1,249,260	$1,303,170	$1,299,553	$1,318,814	$1,353,812	$1,347,101	$1,380,105	$14,708,186
	Recoveries													
	Existing 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	13,552,206	15,052,367	15,468,418	14,672,583	13,857,108	14,455,993	15,537,452	15,540,810	14,055,142	15,734,791	15,287,182	15,208,821	178,422,873
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		$66,406	$73,757	$75,795	$71,896	$67,900	$70,834	$76,134	$76,150	$68,870	$77,100	$74,907	$74,523	$874,272
9	Total Embedded	$143,805	$151,156	$153,195	$149,295	$145,299	$148,234	$153,533	$153,549	$146,270	$154,500	$152,307	$151,923	$1,803,065
	Expansion Shipper													
10	Commodity	5,713,857	7,530,450	7,045,857	7,479,887	8,223,097	8,277,755	9,537,237	9,496,708	8,925,863	9,778,277	8,910,997	8,986,382	99,906,367
11	Billing Factor	$0.0000	$0.0000	$0.0000	$0.0000	$0.0000	$0.0574	$0.0574	$0.0574	$0.0574	$0.0574	$0.0574	$0.0717	
12		$0	$0	$0	$0	$0	$475,143	$547,437	$545,111	$512,345	$561,273	$511,491	$644,324	$3,797,124
	ITS													
13	Commodity	-	15,397	112,445	122,485	15,824	75,169	67,036	209,143	194,267	37,871	45,178	157,341	1,052,156
14	Billing Factor	$0.0000	$0.0000	$0.0000	$0.0000	$0.0000	$0.0574	$0.0574	$0.0574	$0.0574	$0.0574	$0.0574	$0.0717	
15		$0	$0	$0	$0	$0	$4,315	$3,848	$12,005	$11,151	$2,174	$2,593	$11,281	$47,367
	AOR													
16	Commodity	3,704	8,885	16,025	163,758	23,815	71,231	28,150	7,434	18,727	5,455	94,782	90,533	532,499
17	Billing Factor	$0.0000	$0.0000	$0.0000	$0.0000	$0.0000	$0.0574	$0.0574	$0.0574	$0.0574	$0.0574	$0.0574	$0.0717	
18		$0	$0	$0	$0	$0	$4,089	$1,616	$427	$1,075	$313	$5,440	$6,491	$19,451
19	Other Recoveries and Adjustments 1/	$0	$273	$1	$0	($1)	$320	$632	$1	$0	$630	$1	$39,135	$40,992
20	Total Recoveries	$143,805	$151,429	$153,195	$149,295	$145,298	$632,100	$707,066	$711,093	$670,840	$718,889	$671,833	$853,153	$5,707,998
	Unrecovered PCT Reimbursement Adjustment (UPRA)													
21	Power Costs	$885,252	$1,089,549	$1,126,522	$1,147,522	$1,207,527	$1,249,260	$1,303,170	$1,299,553	$1,318,814	$1,353,812	$1,347,101	$1,380,105	$14,708,186
22	Embedded	($143,805)	($151,156)	($153,195)	($149,295)	($145,299)	($148,234)	($153,533)	($153,549)	($146,270)	($154,500)	($152,307)	($151,923)	($1,803,065)
23		$741,446	$938,393	$973,328	$998,227	$1,062,228	$1,101,026	$1,149,637	$1,146,004	$1,172,544	$1,199,312	$1,194,795	$1,228,183	$12,905,122
24	Expansion & Other Recoveries	$0	$273	$1	$0	($1)	$483,866	$553,533	$557,543	$524,571	$564,390	$519,526	$701,231	$3,863,942
25	Under/(Over)-Collection	$741,446	$938,120	$973,327	$998,226	$1,062,228	$617,160	$596,104	$588,460	$647,974	$634,923	$675,268	$526,952	$9,000,188
	UPRA Deferred Account													
26	Beginning Balance - Under/(Over)-Recovery	($440,430)	$301,016	$1,239,136	$2,212,463	$3,210,689	$4,272,918	$4,890,078	$5,486,182	$6,074,642	$6,722,615	$7,357,538	$8,032,806	
27	Monthly Deferral - Charge/(Credit)	$741,446	$938,120	$973,327	$998,226	$1,062,228	$617,160	$596,104	$588,460	$647,974	$634,923	$675,268	$526,952	
28	Ending Balance Under/(Over)-Recovery	$301,016	$1,239,136	$2,212,463	$3,210,689	$4,272,918	$4,890,078	$5,486,182	$6,074,642	$6,722,615	$7,357,538	$8,032,806	$8,559,758	$8,559,758

Notes

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

Trailblazer Pipeline Company LLC

Periodic Rate Adjustment (PRA)
Volumes Used in the Calculation of FL&U Retainage and Power Cost Charges

For The Period June 1, 2025 to May 31, 2026

Line No.		Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Total
	Fuel/L&U 1/													
	Existing Shipper													
1	Commodity	13,560,437	15,063,728	15,487,277	14,840,877	13,882,104	14,527,315	15,569,670	15,581,339	14,082,076	15,743,302	15,385,593	15,323,242	179,046,960
2	Backhaul	13,457	0	0	23,703	6,989	0	0	136,200	0	0	1,085	(534)	180,900
3	East Cheyenne (Including Backhaul)	895,208	207,033	21,073	103,374	465,233	319,402	9,102	0	11,180	397,317	32,734	286,964	2,748,620
4	Total Existing Shipper	14,469,102	15,270,761	15,508,350	14,967,954	14,354,326	14,846,717	15,578,772	15,717,539	14,093,256	16,140,619	15,419,412	15,609,672	181,976,480
	Expansion Shipper													
5	Commodity	5,761,214	7,590,028	7,103,737	7,537,091	8,287,011	8,349,064	9,632,281	9,589,133	9,004,149	9,875,476	8,999,264	9,101,688	100,830,136
6	Backhaul	0	30,049	70,508	4,665	73,291	786,489	2,543,507	4,005,036	1,053,607	1,801,213	384,076	162,666	10,915,107
7	East Cheyenne (Including Backhaul)	109,269	72,368	13,884	36,750	188,053	452,822	197,603	253,493	124,881	157,430	637,871	687,535	2,931,959
8	Interruptible (Including Backhaul)	810,868	631,518	720,705	706,118	1,182,744	842,244	805,975	1,320,090	1,462,073	600,702	905,110	877,311	10,865,458
9	Total Expansion Shipper	6,681,351	8,323,963	7,908,834	8,284,624	9,731,099	10,430,619	13,179,366	15,167,752	11,644,710	12,434,821	10,926,321	10,829,200	125,542,660
	Power Costs 2/													
	Existing Shipper													
10	Commodity	13,552,206	15,052,367	15,468,418	14,672,583	13,857,108	14,455,993	15,537,452	15,540,810	14,055,142	15,734,791	15,287,182	15,208,821	178,422,873
11	Backhaul	13,457	0	0	23,703	6,989	0	0	136,200	0	0	1,085	(522)	180,912
12	East Cheyenne (Including Backhaul)	892,672	206,523	21,021	103,115	464,072	318,605	9,080	0	11,152	396,324	32,653	286,244	2,741,461
13	Total Existing Shipper	14,458,335	15,258,890	15,489,439	14,799,401	14,328,169	14,774,598	15,546,532	15,677,010	14,066,294	16,131,115	15,320,920	15,494,543	181,345,246
	Expansion Shipper													
14	Commodity	5,717,561	7,539,335	7,061,882	7,643,645	8,246,912	8,348,986	9,565,387	9,504,142	8,944,590	9,783,732	9,005,779	9,076,915	100,438,866
15	Backhaul	0	30,049	70,508	4,665	73,291	786,489	2,543,507	4,004,964	1,053,587	1,781,814	384,076	162,666	10,895,616
16	East Cheyenne (Including Backhaul)	108,994	72,184	13,850	36,659	187,581	451,691	197,108	252,860	124,567	157,035	636,316	685,842	2,924,687
17	Interruptible	810,265	631,353	713,703	704,902	1,180,399	847,328	828,342	1,317,619	1,430,225	583,541	872,973	889,057	10,809,707
18	Total Expansion Shipper	6,636,820	8,272,921	7,859,943	8,389,871	9,688,183	10,434,494	13,134,344	15,079,585	11,552,969	12,306,122	10,899,144	10,814,480	125,068,876

Notes
1/ Receipt volumes
2/ Delivered volumes