



**Sandra Pierce**  
**Regulatory Coordinator**  
P.O. Box 100360  
Anchorage, AK 99510-0360  
Phone (907) 265-6316

May 30, 2025

## OIL PIPELINE TARIFF FILING

Ms. Debbie-Anne Reese, Secretary  
Federal Energy Regulatory Commission  
888 1st Street N.E., Room 1-A  
Washington, D.C. 20426

**Re: ConocoPhillips Transportation Alaska, Inc. FERC Tariff No. 19.17.0**

Dear Ms. Reese:

In accordance with the requirements of the Interstate Commerce Act (“ICA”) and the rules and regulations of the Federal Energy Regulatory Commission (“FERC”), ConocoPhillips Transportation Alaska, Inc. (“CPTAI”) submits the following tariff on thirty one (31) days’ notice to be effective July 1, 2025:

- F.E.R.C. No. 19.17.0, Local Rates (cancels F.E.R.C. No. 19.16.0)

F.E.R.C. No. 19.17.0 applies to the interstate transportation of petroleum on the Trans Alaska Pipeline System (“TAPS”) between Prudhoe Bay, Alaska and Valdez Marine Terminal, Alaska, over CPTAI’s share of TAPS capacity. CPTAI’s current rate for interstate transportation between these points is \$5.783 per barrel. Tariff No. 19.17.0 is filed to increase that rate to \$6.416 per barrel. The new rate set forth in FERC Tariff No. 19.17.0 is being filed pursuant to the Settlement Agreement Establishing Variable Tariff Methodology for the Trans Alaska Pipeline System (“VTM Settlement Agreement”), which was approved by the Commission in *ConocoPhillips Transportation Alaska, Inc.*, 162 FERC ¶ 61,180 (Feb. 28, 2018).

Pursuant to Section I-4(a) of the VTM Settlement Agreement, attached is a print out of the rate model showing the calculation of the Maximum Allowable Interstate Rate (“MAIR”) for the upcoming Annual Rate Period from July 1, 2025 through June 30, 2026. The print out of the rate model is in the same format as that shown in Exhibit F of the VTM Settlement Agreement. Please note that any values shown in the print out of the rate model for future years were not used in the calculation of the MAIR for the 2025-2026 Annual Rate Period and have no impact on that calculation. Such values will be updated in future years’ MAIR filings to reflect then-current data. Rates for prior years are also not shown.

Ms. Debbie-Anne Reese, Secretary  
Federal Energy Regulatory Commission  
May 30, 2025  
Page 2

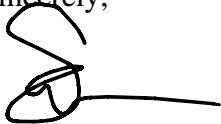
CPTAI requests that any protests or complaints, which in any way affect this tariff publication, be transmitted concurrent with their filing to the following person at the contact information shown below:

Daniel J. Poynor  
Steptoe LLP  
dpoynor@steptoe.com  
Fax: (202) 429-3902  
Phone: (202) 429-6233

We certify that we have on or before this day notified all subscribers via email which contained the link to our tariff website that contains the updated posted tariffs.

If you have any questions or comments, please contact Barat M. LaPorte at (907) 265-6544.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sandra Pierce', with a long horizontal line extending to the right.

Sandra Pierce  
Regulatory Coordinator

cc: Tariff Subscribers

# CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

## LOCAL PIPELINE TARIFF

Containing  
**RATES**

Governing The Transportation of  
**CRUDE PETROLEUM**

Transported by Pipeline from Points in Prudhoe, North Slope Borough, Alaska

TO

City of VALDEZ, ALASKA

---

Issued under authority of 18 CFR § 342.0(b) and  
*ConocoPhillips Transportation Alaska, Inc.*, 162 FERC ¶ 61,180 (Feb. 28, 2018).  
Rates are governed, except as otherwise provided herein, by the rules and regulations in  
ConocoPhillips Transportation Alaska, Inc.'s FERC Tariff No. 20.2.0 and supplements thereto and reissues thereof.

Carrier will receive  
Petroleum for transportation through its own pipeline and deliver to marine vessels at its Valdez terminal.

The matter published herein will have no adverse effect on the quality of the human environment.

---

ISSUED: May 30, 2025

EFFECTIVE: July 1, 2025

---

ISSUED BY  
**[N] Raj Choudhury** ~~Cameron Reitmeier~~  
Vice President  
ConocoPhillips Transportation Alaska, Inc.  
700 G Street, ATO 20-2044  
Anchorage, Alaska 99501

---

COMPILED BY  
Sandra Pierce  
Regulatory Coordinator  
ConocoPhillips Transportation Alaska, Inc.  
700 G Street, ATO 20-2052  
Anchorage, Alaska 99501

---

## RATE TABLE

---

Transportation rate in dollars per barrel of 42 United States Gallons, on the transportation of PETROLEUM in interstate commerce from the established receiving station to the established delivery place at locations named below:

---

FROM	TO	SOURCE	RATE
Trans Alaska Pipeline System Pump Station No. 1	Valdez, Alaska	Prudhoe Bay	\$6.416 [I] Note 1
		Kuparuk	\$6.416 [I] Note 1
		Lisburne	\$6.416 [I] Note 1
		Endicott	\$6.416 [I] Note 1
		Northstar	\$6.416 [I] Note 1

---

Note 1: Supplemental Ad Valorem Surcharge: In accordance with the settlement approved by the Commission in *ConocoPhillips Transportation Alaska, Inc.*, 162 FERC ¶ 61,180 (2018), a surcharge of \$0.0037 [U] per barrel will be assessed on all shipments from the origin point to the destination point set [W] forth for the in the Rate Table above.

---

GATHERING RATE: The above rate covers transportation by trunk line only and no gathering service will be performed under this tariff.

---

The rate indicated is exclusive of any amounts required or allowed by applicable law or regulation including but not limited to the amount collected for the System Liability Fund (Item No. 17 of F.E.R.C. No. 20.2.0) and/or any penalties which may be incurred pursuant to the terms of Item 7 of F.E.R.C. No. 20.2.0.

---

### EXPLANATION OF REFERENCE MARKS

[I] Increase

[U] Unchanged rate

[N] New

[W] Wording

**TRANS ALASKA PIPELINE SYSTEM  
INTERSTATE VARIABLE TARIFF SETTLEMENT METHODOLOGY**

**TABLE OF CONTENTS**

**STATEMENTS ONLY FOR FORWARD-LOOKING MAXIMUM ALLOWABLE INTERSTATE TARIFF RATES**

Statement 1	Forward-Looking Maximum Allowable Interstate Rate
Statement 2	Total Cost of Service Before Net Carryover - Maximum Allowable Interstate Rate
Statement 3	Operating Expense - Maximum Allowable Interstate Rate
Statement 4	Return on Rate Base - Maximum Allowable Interstate Rate
Statement 5	Income Tax Allowance - Maximum Allowable Interstate Rate

**STATEMENTS ONLY FOR ACTUAL COST OF SERVICE**

Statement 1A	Interstate Cost of Service After Net Carryover - Actual
Statement 2A	Total Cost of Service Before Net Carryover - Actual
Statement 3A	Operating Expense - Actual
Statement 4A	Return on Rate Base - Actual
Statement 5A	Income Tax Allowance - Actual

**STATEMENTS FOR BOTH FORWARD-LOOKING AND ACTUAL COST OF SERVICE**

Statement 6	Rate Base
Statement 7	AFUDC
Statement 8	AFUDC Amortization
Statement 9	Net Carryover - Interstate

**WORKPAPERS**

Workpaper 1	Inputs
Workpaper 2	Stipulated Amounts
Workpaper 3	Depreciation Factors
Workpaper 4	Carrier Property in Service and Depreciation
Workpaper 5	ADIT
Workpaper 6	Federal Tax Depreciation
Workpaper 7	State Tax Depreciation
Workpaper 8	PBOP Earnings Credit
Workpaper 9	Amortization of Allowed Strategic Reconfiguration ("SR") Project Costs
Workpaper 10	Deferred Return

**TRANS ALASKA PIPELINE SYSTEM**  
**Forward-Looking Maximum Allowable Interstate Rate**

Statement 1  
Page 1 of 4

Line		2025 -
<u>No.</u>	<u>Description</u>	<u>2026</u>
	<u>Source</u>	
1	Total Cost of Service Before Net Carryover (\$ millions)	\$915.0
2	GVEA Deliveries (Million Barrels)	3.1
3	Petrostar Deliveries (Million Barrels)	5.9
4	Valdez Intrastate Deliveries (Million Barrels)	11.5
5	Valdez Interstate Deliveries (Million Barrels)	138.4
6	Total Deliveries (Million Barrels)	158.8
	Sum Lns. (2 to 5)	
7	GVEA Distance (Miles)	469.06
8	Petrostar Distance (Miles)	796.00
9	Valdez Intrastate/Interstate Distance (Miles)	800.32
	Workpaper 1, Ln. 75	
	Workpaper 1, Ln. 76	
	Workpaper 1, Ln. 77	
10	GVEA Deliveries (Million Barrel-Miles)	1,431.4
	Lns. (2 * 7)	
11	Petrostar Deliveries (Million Barrel-Miles)	4,657.6
	Lns. (3 * 8)	
12	Valdez Intrastate Deliveries (Million Barrel-Miles)	9,196.6
	Lns. (4 * 9)	
13	Valdez Interstate Deliveries (Million Barrel-Miles)	110,776.9
	Lns. (5 * 9)	
14	Total Deliveries (Million Barrel-Miles)	126,062.6
	Sum Lns. (10 to 13)	
15	Total Non-Distance Related Costs (\$ millions)	\$57.9
	Workpaper 1, Ln. 44	
	<u>Total Cost of Service Before Net Carryover</u>	
16	GVEA Portion of Cost of Service (\$ millions)	\$10.8
	Lns. (1-15)/14*10+15/6*2	
17	Petrostar Portion of Cost of Service (\$ millions)	\$33.8
	Lns. (1-15)/14*11+15/6*3	
18	Valdez Intrastate Portion of Cost of Service (\$ millions)	\$66.7
	Lns. (1-15)/14*12+15/6*4	
19	Valdez Interstate Portion of Cost of Service (\$ millions)	\$803.6
	Lns. (1-15)/14*13+15/6*5	
	<u>Interstate Cost of Service After Net Carryover</u>	
20	Net Carryover - Interstate (\$ millions)	\$84.5
	Statement 9, Prior Ln. 11	
21	Interstate Cost of Service After Net Carryover (\$ million)	\$888.1
	Lns. (19 + 20)	
22	Valdez Interstate Rate (\$/bbl)	\$6.416
	Lns. (21 / 5)	





**TRANS ALASKA PIPELINE SYSTEM  
Forward-Looking Maximum Allowable Interstate Rate**

**Statement 1  
Page 4 of 4**

Line <u>No.</u> <u>Description</u>	<u>Source</u>	2042 - <u>2043</u>	2043 - <u>2044</u>	2044 - <u>2044</u>
1 Total Cost of Service Before Net Carryover (\$ millions)	Statement 2, Ln. 10	\$83.7	\$83.7	\$83.7
2 GVEA Deliveries (Million Barrels)	Workpaper 1, Ln. 66	-	-	-
3 Petrostar Deliveries (Million Barrels)	Workpaper 1, Ln. 67	-	-	-
4 Valdez Intrastate Deliveries (Million Barrels)	Workpaper 1, Ln. 68	-	-	-
5 Valdez Interstate Deliveries (Million Barrels)	Workpaper 1, Ln. 73	-	-	-
6 Total Deliveries (Million Barrels)	Sum Lns. (2 to 5)	-	-	-
7 GVEA Distance (Miles)	Workpaper 1, Ln. 75	469.06	469.06	469.06
8 Petrostar Distance (Miles)	Workpaper 1, Ln. 76	796.00	796.00	796.00
9 Valdez Intrastate/Interstate Distance (Miles)	Workpaper 1, Ln. 77	800.32	800.32	800.32
10 GVEA Deliveries (Million Barrel-Miles)	Lns. (2 * 7)	-	-	-
11 Petrostar Deliveries (Million Barrel-Miles)	Lns. (3 * 8)	-	-	-
12 Valdez Intrastate Deliveries (Million Barrel-Miles)	Lns. (4 * 9)	-	-	-
13 Valdez Interstate Deliveries (Million Barrel-Miles)	Lns. (5 * 9)	-	-	-
14 Total Deliveries (Million Barrel-Miles)	Sum Lns. (10 to 13)	-	-	-
15 Total Non-Distance Related Costs (\$ millions)	Workpaper 1, Ln. 44	\$0.0	\$0.0	\$0.0
<u>Total Cost of Service Before Net Carryover</u>				
16 GVEA Portion of Cost of Service (\$ millions)	Lns. (1-15)/14*10+15/6*2	\$0.0	\$0.0	\$0.0
17 Petrostar Portion of Cost of Service (\$ millions)	Lns. (1-15)/14*11+15/6*3	\$0.0	\$0.0	\$0.0
18 Valdez Intrastate Portion of Cost of Service (\$ millions)	Lns. (1-15)/14*12+15/6*4	\$0.0	\$0.0	\$0.0
19 Valdez Interstate Portion of Cost of Service (\$ millions)	Lns. (1-15)/14*13+15/6*5	\$0.0	\$0.0	\$0.0
<u>Interstate Cost of Service After Net Carryover</u>				
20 Net Carryover - Interstate (\$ millions)	Statement 9, Prior Ln. 11	\$87.8	\$87.8	\$87.8
21 Interstate Cost of Service After Net Carryover (\$ million)	Lns. (19 + 20)	\$87.8	\$87.8	\$87.8
22 Valdez Interstate Rate (\$/bbl)	Lns. (21 / 5)	\$0.000	\$0.000	\$0.000

**TRANS ALASKA PIPELINE SYSTEM**

**Total Cost of Service Before Net Carryover - Maximum Allowable Interstate Rate  
(\$ millions)**

**Statement 2  
Page 1 of 4**

Line No. Description	Source	2025 - 2026
1 Operating Expense	Statement 3, Ln. 8	\$692.2
2 Depreciation	Workpaper 4, Ln. 20	\$66.3
3 Equity AFUDC Amortization	Statement 8, Ln. 11	\$7.1
4 Long Term Debt AFUDC Amortization	Statement 8, Ln. 12	\$3.6
5 Return on Rate Base	Statement 4, Ln. 14	\$107.6
6 Income Tax Allowance	Statement 5, Ln. 13	\$30.0
7 Amortization of Allowed SR Project Costs	Workpaper 9, Ln. 5	\$8.7
8 Deferred Return Amortization	Workpaper 10, Ln. 5	\$0.0
9 Minus Other Credits, Nontariff Rev., and Misc. Rev.	Workpaper 1, Ln. 43	<u>\$0.5</u>
10 Total Cost of Service Before Net Carryover	Sum Lns. (1 to 8) - Ln. 9	<u><u>\$915.0</u></u>





**TRANS ALASKA PIPELINE SYSTEM  
Total Cost of Service Before Net Carryover - Maximum Allowable Interstate Rate  
(\$ millions)**

**Statement 2  
Page 4 of 4**

Line No. Description	Source	2042 - 2043	2043 - 2044	2044 - 2044
1 Operating Expense	Statement 3, Ln. 8	(\$3.8)	(\$3.8)	(\$3.8)
2 Depreciation	Workpaper 4, Ln. 20	\$66.3	\$66.3	\$66.3
3 Equity AFUDC Amortization	Statement 8, Ln. 11	\$7.1	\$7.1	\$7.1
4 Long Term Debt AFUDC Amortization	Statement 8, Ln. 12	\$3.6	\$3.6	\$3.6
5 Return on Rate Base	Statement 4, Ln. 14	\$0.0	\$0.0	\$0.0
6 Income Tax Allowance	Statement 5, Ln. 13	\$1.9	\$1.9	\$1.9
7 Amortization of Allowed SR Project Costs	Workpaper 9, Ln. 5	\$8.7	\$8.7	\$8.7
8 Deferred Return Amortization	Workpaper 10, Ln. 5	\$0.0	\$0.0	\$0.0
9 Minus Other Credits, Nontariff Rev., and Misc. Rev.	Workpaper 1, Ln. 43	\$0.0	\$0.0	\$0.0
10 Total Cost of Service Before Net Carryover	Sum Lns. (1 to 8) - Ln. 9	<u>\$83.7</u>	<u>\$83.7</u>	<u>\$83.7</u>

**TRANS ALASKA PIPELINE SYSTEM**  
**Operating Expense - Maximum Allowable Interstate Rate**  
**(\$ millions)**

Line		2025 -
<u>No.</u> <u>Description</u>	<u>Source</u>	<u>2026</u>
1	Alyeska Operating Expenses	\$512.3
2	Carrier Direct Costs Excluding Ad Valorem Tax	\$27.0
3	Ad Valorem Property Tax	\$160.8
4	Income Taxes on Imputed Management Fees	\$2.0
5	PBOP Earnings Credit	\$6.0
6	Operating Expense (Account 610)	<u>\$692.2</u>
7	Amort. of Infrequent and Extraordinary Items (Accts. 665 and 680)	\$0.0
8	Total Operating Expense	\$692.2





**TRANS ALASKA PIPELINE SYSTEM**  
**Operating Expense - Maximum Allowable Interstate Rate**  
**(\$ millions)**

**Statement 3**  
**Page 4 of 4**

Line No. Description	Source	2042 - <u>2043</u>	2043 - <u>2044</u>	2044 - <u>2044</u>
1 Alyeska Operating Expenses	Workpaper 1, Ln. 40	\$0.0	\$0.0	\$0.0
2 Carrier Direct Costs Excluding Ad Valorem Tax	Workpaper 1, Ln. 39	\$0.0	\$0.0	\$0.0
3 Ad Valorem Property Tax	Workpaper 1, Ln. 38	\$0.0	\$0.0	\$0.0
4 Income Taxes on Imputed Management Fees	Workpaper 1, Ln. 41	\$0.0	\$0.0	\$0.0
5 PBOP Earnings Credit	Workpaper 1, Ln. 42	\$3.8	\$3.8	\$3.8
6 Operating Expense (Account 610)	Lns. (1 + 2 + 3 - 4 - 5)	(\$3.8)	(\$3.8)	(\$3.8)
7 Amort. of Infrequent and Extraordinary Items (Accts. 665 and 680)	Statement 3A, Prior Ln. 41	\$0.0	\$0.0	\$0.0
8 Total Operating Expense	Lns. (6 + 7)	(\$3.8)	(\$3.8)	(\$3.8)

**TRANS ALASKA PIPELINE SYSTEM**  
**Return on Rate Base - Maximum Allowable Interstate Rate**  
**(\$ millions)**

**Statement 4**  
**Page 1 of 4**

Line No.	Description	Source	2025 - 2026
1	Rate Base Excluding Net Deferred Return	Statement 6, Ln. 7	\$1,359.4
2	Net Deferred Return	Statement 6, Ln. 8	\$0.0
3	Rate Base Including Net Deferred Return	Lns. (1 + 2)	\$1,359.4
4	Long-Term Debt Ratio	1.0 - Ln. 5	52.07%
5	Equity Ratio	Workpaper 1, Ln. 1	47.93%
6	Long-Term Debt Portion of Rate Base	Lns. (1 * 4)	\$707.8
7	Equity Portion of Rate Base (Includes Net Def. Return)	Lns. (1 + 2 - 6)	\$651.6
8	Adjusted Long-Term Debt Ratio	Lns. (6 / 3)	52.07%
9	Adjusted Equity Ratio	Lns. (7 / 3)	47.93%
10	Rate of Return on Long-Term Debt	Workpaper 1, Ln. 3	5.21%
11	Rate of Return on Equity	Workpaper 1, Ln. 2	10.86%
12	Weighted Cost of Capital	Lns. ((8*10) + (9*11))	7.92%
13	Rate Base	Ln. 3	\$1,359.4
14	Overall Return on Rate Base	Lns. (12 * 13)	\$107.6
15	Weighted Rate of Return on Long-Term Debt	Lns. (8 * 10)	2.71%
16	Interest Expense	Lns. (13 * 15)	\$36.9
17	Return on Equity	Lns. (14 - 16)	\$70.8





**TRANS ALASKA PIPELINE SYSTEM**  
**Return on Rate Base - Maximum Allowable Interstate Rate**  
**(\$ millions)**

**Statement 4**  
**Page 4 of 4**

Line No.	Description	Source	2042 - <u>2043</u>	2043 - <u>2044</u>	2044 - <u>2044</u>
1	Rate Base Excluding Net Deferred Return	Statement 6, Ln. 7	\$135.1	\$78.7	\$22.3
2	Net Deferred Return	Statement 6, Ln. 8	\$0.0	\$0.0	\$0.0
3	Rate Base Including Net Deferred Return	Lns. (1 + 2)	\$135.1	\$78.7	\$22.3
4	Long-Term Debt Ratio	1.0 - Ln. 5	100.00%	100.00%	100.00%
5	Equity Ratio	Workpaper 1, Ln. 1	0.00%	0.00%	0.00%
6	Long-Term Debt Portion of Rate Base	Lns. (1 * 4)	\$135.1	\$78.7	\$22.3
7	Equity Portion of Rate Base (Includes Net Def. Return)	Lns. (1 + 2 - 6)	\$0.0	\$0.0	\$0.0
8	Adjusted Long-Term Debt Ratio	Lns. (6 / 3)	100.00%	100.00%	100.00%
9	Adjusted Equity Ratio	Lns. (7 / 3)	0.00%	0.00%	0.00%
10	Rate of Return on Long-Term Debt	Workpaper 1, Ln. 3	0.00%	0.00%	0.00%
11	Rate of Return on Equity	Workpaper 1, Ln. 2	0.00%	0.00%	0.00%
12	Weighted Cost of Capital	Lns. ((8*10) + (9*11))	0.00%	0.00%	0.00%
13	Rate Base	Ln. 3	\$135.1	\$78.7	\$22.3
14	Overall Return on Rate Base	Lns. (12 * 13)	\$0.0	\$0.0	\$0.0
15	Weighted Rate of Return on Long-Term Debt	Lns. (8 * 10)	0.00%	0.00%	0.00%
16	Interest Expense	Lns. (13 * 15)	\$0.0	\$0.0	\$0.0
17	Return on Equity	Lns. (14 - 16)	\$0.0	\$0.0	\$0.0

**TRANS ALASKA PIPELINE SYSTEM**  
**Income Tax Allowance - Maximum Allowable Interstate Rate**  
**(\$ millions)**

**Statement 5**  
**Page 1 of 3**

Line		2025 -	2026 -
<u>No.</u>	<u>Description</u>	<u>2026</u>	<u>2027</u>
	<u>Source</u>		
1	Equity Portion of Return on Rate Base	\$70.8	\$0.0
2	Equity AFUDC Amortization	\$7.1	\$7.1
3	Deferred Return Amortization	\$0.0	\$0.0
4	Amortization of Excess Tax Reserve	\$0.7	\$0.7
5	Federal Income Tax Base	\$77.2	\$6.4
6	Federal Income Tax Rate	21.00%	21.00%
7	Federal Income Tax Factor	26.58%	26.58%
8	Federal Income Tax Allowance	\$19.9	\$1.1
9	State Income Tax Base	\$97.7	\$8.1
10	State Income Tax Rate	9.40%	9.40%
11	State Income Tax Factor	10.38%	10.38%
12	State Income Tax Allowance	\$10.1	\$0.8
13	Income Tax Allowance	\$30.0	\$1.9





**TRANS ALASKA PIPELINE SYSTEM  
Interstate Cost of Service After Net Carryover - Actual  
(\$ millions)**

Line No.	Description	Source	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
1	Interstate Cost of Service Before Net Carryover	Statement 2A, Ln. 29	\$820.4	\$791.1	\$804.8	\$803.2	\$800.5	\$815.4	\$824.6	\$833.3	\$806.9
2	Net Carryover - Interstate	Statement 9, Prior Ln. 11	<u>na</u>	<u>na</u>	<u>na</u>	<u>\$20.6</u>	<u>\$40.7</u>	<u>(\$36.9)</u>	<u>(\$69.6)</u>	<u>(\$8.7)</u>	<u>\$74.5</u>
3	Interstate Cost of Service After Net Carryover	Lns. (1 + 2)	\$820.4	\$791.1	\$804.8	\$823.7	\$841.2	\$778.4	\$755.0	\$824.7	\$881.4





**TRANS ALASKA PIPELINE SYSTEM  
Interstate Cost of Service After Net Carryover - Actual  
(\$ millions)**

**Statement 1A  
Page 4 of 4**

Line No.	<u>Description</u>	<u>Source</u>	<u>2043</u>	<u>2044</u>
1	Interstate Cost of Service Before Net Carryover	Statement 2A, Ln. 29	\$0.0	\$0.0
2	Net Carryover - Interstate	Statement 9, Prior Ln. 11	<u>\$87.8</u>	<u>\$87.8</u>
3	Interstate Cost of Service After Net Carryover	Lns. (1 + 2)	\$87.8	\$87.8

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

**TRANS ALASKA PIPELINE SYSTEM  
Total Cost of Service Before Net Carryover - Actual**

**Statement 2A  
Page 1 of 4**

Line No. Description	Source	2016	2017	2018	2019	2020	2021	2022	2023	2024
1 Operating Expense (\$ millions)	Statement 3A, Ln. 42	\$689.1	\$656.8	\$678.9	\$658.7	\$623.0	\$657.1	\$660.0	\$679.4	\$692.2
2 Depreciation (\$ millions)	Workpaper 4, Ln. 15	\$33.6	\$38.9	\$44.2	\$49.2	\$52.9	\$55.9	\$56.8	\$61.0	\$62.8
3 Equity AFUDC Amortization (\$ millions)	Statement 8, Ln. 4	\$4.3	\$4.9	\$5.5	\$6.0	\$6.3	\$6.5	\$6.7	\$6.8	\$7.0
4 Long Term Debt AFUDC Amortization (\$ millions)	Statement 8, Ln. 8	\$2.3	\$2.6	\$2.8	\$3.1	\$3.2	\$3.3	\$3.4	\$3.4	\$3.5
5 Return on Rate Base (\$ millions)	Statement 4A, Ln. 14	\$103.1	\$110.5	\$114.8	\$118.7	\$119.1	\$116.7	\$112.5	\$109.6	\$108.4
6 Income Tax Allowance (\$ millions)	Statement 5A, Ln. 13	\$70.0	\$72.6	\$41.9	\$42.5	\$42.4	\$41.6	\$40.2	\$39.2	\$30.2
7 Amortization of Allowed SR Project Costs (\$ millions)	Workpaper 9, Ln. 3	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7
8 Deferred Return Amortization (\$ millions)	Workpaper 10, Ln. 3	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$0.0
9 Minus Other Credits, Nontariff Rev., and Misc. Rev. (\$ millions)	Workpaper 1, Ln. 33	\$0.5	\$0.5	\$1.1	\$0.2	\$2.1	\$0.7	\$0.0	\$0.3	\$0.5
10 Total Cost of Service Before Net Carryover (\$ millions)	Sum Lns. (1 to 8) - Ln. 9	<u>\$932.2</u>	<u>\$916.3</u>	<u>\$917.4</u>	<u>\$908.4</u>	<u>\$875.2</u>	<u>\$910.9</u>	<u>\$909.9</u>	<u>\$929.6</u>	<u>\$912.3</u>
11 GVEA Deliveries (Million Barrels)	Workpaper 1, Ln. 53	2.4	2.7	2.7	2.8	3.0	2.9	2.8	2.8	3.1
12 Petrostar Deliveries (Million Barrels)	Workpaper 1, Ln. 56	5.4	5.5	5.6	5.8	5.5	5.9	5.6	6.2	5.9
13 Valdez Intrastate Deliveries (Million Barrels)	Workpaper 1, Ln. 59	15.9	18.7	15.4	12.8	7.3	10.6	8.9	9.9	11.5
14 Valdez Interstate Deliveries (Million Barrels)	Workpaper 1, Ln. 62	167.3	164.2	162.4	155.9	157.3	156.2	156.8	154.1	146.8
15 Total Deliveries (Million Barrels)	Sum Lns. (11 to 14)	191.0	191.2	186.1	177.4	173.0	175.6	174.1	173.0	167.2
16 GVEA Distance (Miles)	Workpaper 1, Ln. 75	469.1	469.1	469.1	469.1	469.1	469.1	469.1	469.1	469.1
17 Petrostar Distance (Miles)	Workpaper 1, Ln. 76	796.0	796.0	796.0	796.0	796.0	796.0	796.0	796.0	796.0
18 Valdez Intrastate/Interstate Distance (Miles)	Workpaper 1, Ln. 77	800.3	800.3	800.3	800.3	800.3	800.3	800.3	800.3	800.3
19 GVEA Deliveries (Million Barrel-Miles)	Lns. (11 * 16)	1,146.9	1,289.4	1,264.6	1,321.3	1,385.4	1,352.5	1,310.7	1,318.3	1,431.4
20 Petrostar Deliveries (Million Barrel-Miles)	Lns. (12 * 17)	4,271.9	4,389.1	4,423.9	4,654.5	4,411.9	4,701.3	4,473.2	4,916.8	4,657.6
21 Valdez Intrastate Deliveries (Million Barrel-Miles)	Lns. (13 * 18)	12,713.1	14,981.4	12,359.2	10,232.0	5,810.5	8,497.4	7,148.6	7,955.4	9,196.6
22 Valdez Interstate Deliveries (Million Barrel-Miles)	Lns. (14 * 18)	133,928.1	131,399.8	129,995.0	124,798.8	125,873.0	124,974.4	125,474.4	123,329.4	117,510.8
23 Total Deliveries (Million Barrel-Miles)	Sum Lns. (19 to 22)	152,060.0	152,059.7	148,042.6	141,006.5	137,480.7	139,525.7	138,406.9	137,519.9	132,796.4
24 Non-Distance Related Costs (\$ millions)	Workpaper 1, Ln. 36	\$139.3	\$122.6	\$138.6	\$136.1	\$126.3	\$88.5	\$50.2	\$52.3	\$57.9
25 GVEA Portion of Cost of Service (\$ millions)	Lns. (10-24)/23*19+24/15*11	\$7.8	\$8.5	\$8.7	\$9.4	\$9.7	\$9.4	\$8.9	\$9.3	\$10.3
26 Petrostar Portion of Cost of Service (\$ millions)	Lns. (10-24)/23*20+24/15*12	\$26.2	\$26.4	\$27.4	\$30.0	\$28.1	\$30.7	\$29.4	\$33.2	\$32.0
27 Valdez Intrastate Portion of Cost of Service (\$ millions)	Lns. (10-24)/23*21+24/15*13	\$77.9	\$90.2	\$76.5	\$65.8	\$37.0	\$55.4	\$47.0	\$53.8	\$63.1
28 Intrastate Portion of Cost of Service (\$ millions)	Sum Lns. (25 to 27)	<u>\$111.8</u>	<u>\$125.1</u>	<u>\$112.6</u>	<u>\$105.2</u>	<u>\$74.7</u>	<u>\$95.6</u>	<u>\$85.3</u>	<u>\$96.2</u>	<u>\$105.4</u>
29 Valdez Interstate Portion of Cost of Service (\$ millions)	Lns. (10-24)/23*22+24/15*14	\$820.4	\$791.1	\$804.8	\$803.2	\$800.5	\$815.4	\$824.6	\$833.3	\$806.9





**TRANS ALASKA PIPELINE SYSTEM  
Total Cost of Service Before Net Carryover - Actual**

**Statement 2A  
Page 4 of 4**

Line No. Description	Source	2043	2044
1 Operating Expense (\$ millions)	Statement 3A, Ln. 42	(\$3.8)	(\$3.8)
2 Depreciation (\$ millions)	Workpaper 4, Ln. 15	\$66.3	\$66.3
3 Equity AFUDC Amortization (\$ millions)	Statement 8, Ln. 4	\$7.1	\$7.1
4 Long Term Debt AFUDC Amortization (\$ millions)	Statement 8, Ln. 8	\$3.6	\$3.6
5 Return on Rate Base (\$ millions)	Statement 4A, Ln. 14	\$0.0	\$0.0
6 Income Tax Allowance (\$ millions)	Statement 5A, Ln. 13	\$1.9	\$1.9
7 Amortization of Allowed SR Project Costs (\$ millions)	Workpaper 9, Ln. 3	\$8.7	\$8.7
8 Deferred Return Amortization (\$ millions)	Workpaper 10, Ln. 3	\$0.0	\$0.0
9 Minus Other Credits, Nontariff Rev., and Misc. Rev. (\$ millions)	Workpaper 1, Ln. 33	\$0.0	\$0.0
10 Total Cost of Service Before Net Carryover (\$ millions)	Sum Lns. (1 to 8) - Ln. 9	\$83.7	\$83.7
11 GVEA Deliveries (Million Barrels)	Workpaper 1, Ln. 53	-	-
12 Petrostar Deliveries (Million Barrels)	Workpaper 1, Ln. 56	-	-
13 Valdez Intrastate Deliveries (Million Barrels)	Workpaper 1, Ln. 59	-	-
14 Valdez Interstate Deliveries (Million Barrels)	Workpaper 1, Ln. 62	-	-
15 Total Deliveries (Million Barrels)	Sum Lns. (11 to 14)	-	-
16 GVEA Distance (Miles)	Workpaper 1, Ln. 75	469.1	469.1
17 Petrostar Distance (Miles)	Workpaper 1, Ln. 76	796.0	796.0
18 Valdez Intrastate/Interstate Distance (Miles)	Workpaper 1, Ln. 77	800.3	800.3
19 GVEA Deliveries (Million Barrel-Miles)	Lns. (11 * 16)	-	-
20 Petrostar Deliveries (Million Barrel-Miles)	Lns. (12 * 17)	-	-
21 Valdez Intrastate Deliveries (Million Barrel-Miles)	Lns. (13 * 18)	-	-
22 Valdez Interstate Deliveries (Million Barrel-Miles)	Lns. (14 * 18)	-	-
23 Total Deliveries (Million Barrel-Miles)	Sum Lns. (19 to 22)	-	-
24 Non-Distance Related Costs (\$ millions)	Workpaper 1, Ln. 36	\$0.0	\$0.0
25 GVEA Portion of Cost of Service (\$ millions)	Lns. (10-24)/23*19+24/15*11	\$0.0	\$0.0
26 Petrostar Portion of Cost of Service (\$ millions)	Lns. (10-24)/23*20+24/15*12	\$0.0	\$0.0
27 Valdez Intrastate Portion of Cost of Service (\$ millions)	Lns. (10-24)/23*21+24/15*13	\$0.0	\$0.0
28 Intrastate Portion of Cost of Service (\$ millions)	Sum Lns. (25 to 27)	\$0.0	\$0.0
29 Valdez Interstate Portion of Cost of Service (\$ millions)	Lns. (10-24)/23*22+24/15*14	\$0.0	\$0.0

**TRANS ALASKA PIPELINE SYSTEM**

**Operating Expense - Actual**

(\$ millions)

**Statement 3A**

**Page 1 of 4**

Line No.	Description	Source	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	Alyeska Operating Expenses	Workpaper 1, Ln. 25	\$490.6	\$467.0	\$489.4	\$473.7	\$454.5	\$482.4	\$486.7	\$503.5	\$512.3
2	Carrier Direct Costs Excluding Ad Valorem Tax	Workpaper 1, Ln. 24	\$49.8	\$41.8	\$39.0	\$33.6	\$16.2	\$24.6	\$24.8	\$24.5	\$27.0
3	Ad Valorem Property Tax	Workpaper 1, Ln. 20	\$160.0	\$160.0	\$160.0	\$160.0	\$160.0	\$160.0	\$160.5	\$160.5	\$160.8
4	Income Taxes on Imputed Management Fees	Workpaper 1, Ln. 26	\$2.7	\$2.7	\$1.9	\$1.9	\$1.9	\$1.8	\$1.8	\$1.9	\$2.0
5	PBOP Earnings Credit	Workpaper 8, Ln. 21	\$8.5	\$9.3	\$7.6	\$6.7	\$5.8	\$8.0	\$10.2	\$7.1	\$6.0
6	Operating Expense (Account 610)	Lns. (1 + 2 + 3 - 4 - 5)	\$689.1	\$656.8	\$678.9	\$658.7	\$623.0	\$657.1	\$660.0	\$679.4	\$692.2
7	Unusual or Infrequent Items - Credit (Account 645)	Workpaper 1, Ln. 30	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8	Unusual or Infrequent Items - Debit (Account 665)	Workpaper 1, Ln. 31	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
9	Extraordinary Items (Account 680)	Workpaper 1, Ln. 32	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
10	Total Infrequent and Extraordinary Items	Sum Lns. (7 thru 9)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
11	Amortization Period for Infrequent and Extraordinary Items	Workpaper 1, Ln. 46	5	5	5	5	5	5	5	5	5
<b>Amortization of Infrequent and Extraordinary Items by Vintage</b>											
12	2016	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
13	2017	Vintage Lns. ((8+9)/11)		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14	2018	Vintage Lns. ((8+9)/11)			\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
15	2019	Vintage Lns. ((8+9)/11)				\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	2020	Vintage Lns. ((8+9)/11)					\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17	2021	Vintage Lns. ((8+9)/11)						\$0.0	\$0.0	\$0.0	\$0.0
18	2022	Vintage Lns. ((8+9)/11)							\$0.0	\$0.0	\$0.0
19	2023	Vintage Lns. ((8+9)/11)								\$0.0	\$0.0
20	2024	Vintage Lns. ((8+9)/11)									\$0.0
21	2025	Vintage Lns. ((8+9)/11)									
22	2026	Vintage Lns. ((8+9)/11)									
23	2027	Vintage Lns. ((8+9)/11)									
24	2028	Vintage Lns. ((8+9)/11)									
25	2029	Vintage Lns. ((8+9)/11)									
26	2030	Vintage Lns. ((8+9)/11)									
27	2031	Vintage Lns. ((8+9)/11)									
28	2032	Vintage Lns. ((8+9)/11)									
29	2033	Vintage Lns. ((8+9)/11)									
30	2034	Vintage Lns. ((8+9)/11)									
31	2035	Vintage Lns. ((8+9)/11)									
32	2036	Vintage Lns. ((8+9)/11)									
33	2037	Vintage Lns. ((8+9)/11)									
34	2038	Vintage Lns. ((8+9)/11)									
35	2039	Vintage Lns. ((8+9)/11)									
36	2040	Vintage Lns. ((8+9)/11)									
37	2041	Vintage Lns. ((8+9)/11)									
38	2042	Vintage Lns. ((8+9)/11)									
39	2043	Vintage Lns. ((8+9)/11)									
40	2044	Vintage Lns. ((8+9)/11)									
41	Total Amort. of Infrequent and Extraordinary Items	Sum Lns. (12 to 40)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
42	Operating Expense	Lns. (6 + 41)	\$689.1	\$656.8	\$678.9	\$658.7	\$623.0	\$657.1	\$660.0	\$679.4	\$692.2





**TRANS ALASKA PIPELINE SYSTEM**

**Statement 3A**

**Operating Expense - Actual**

**Page 4 of 4**

(\$ millions)

Line		<u>Source</u>	<u>2043</u>	<u>2044</u>
<u>No.</u>	<u>Description</u>			
1	Alyeska Operating Expenses	Workpaper 1, Ln. 25	\$0.0	\$0.0
2	Carrier Direct Costs Excluding Ad Valorem Tax	Workpaper 1, Ln. 24	\$0.0	\$0.0
3	Ad Valorem Property Tax	Workpaper 1, Ln. 20	\$0.0	\$0.0
4	Income Taxes on Imputed Management Fees	Workpaper 1, Ln. 26	\$0.0	\$0.0
5	PBOP Earnings Credit	Workpaper 8, Ln. 21	\$3.8	\$3.8
6	Operating Expense (Account 610)	Lns. (1 + 2 + 3 - 4 - 5)	(\$3.8)	(\$3.8)
7	Unusual or Infrequent Items - Credit (Account 645)	Workpaper 1, Ln. 30	\$0.0	\$0.0
8	Unusual or Infrequent Items - Debit (Account 665)	Workpaper 1, Ln. 31	\$0.0	\$0.0
9	Extraordinary Items (Account 680)	Workpaper 1, Ln. 32	\$0.0	\$0.0
10	Total Infrequent and Extraordinary Items	Sum Lns. (7 thru 9)	\$0.0	\$0.0
11	Amortization Period for Infrequent and Extraordinary Items	Workpaper 1, Ln. 46	2	1
<u>Amortization of Infrequent and Extraordinary Items by Vintage</u>				
12	2016	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
13	2017	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
14	2018	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
15	2019	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
16	2020	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
17	2021	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
18	2022	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
19	2023	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
20	2024	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
21	2025	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
22	2026	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
23	2027	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
24	2028	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
25	2029	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
26	2030	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
27	2031	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
28	2032	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
29	2033	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
30	2034	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
31	2035	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
32	2036	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
33	2037	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
34	2038	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
35	2039	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
36	2040	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
37	2041	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
38	2042	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
39	2043	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
40	2044	Vintage Lns. ((8+9)/11)	\$0.0	\$0.0
41	Total Amort. of Infrequent and Extraordinary Items	Sum Lns. (12 to 40)	\$0.0	\$0.0
42	Operating Expense	Lns. (6 + 41)	(\$3.8)	(\$3.8)

**TRANS ALASKA PIPELINE SYSTEM  
Return on Rate Base - Actual  
(\$ millions)**

**Statement 4A  
Page 1 of 4**

Line No.	Description	Source	2016	2017	2018	2019	2020	2021	2022	2023
1	Average Rate Base Excluding Net Deferred Return	Statement 6, Avg. Ln. 7	\$1,101.3	\$1,202.0	\$1,286.0	\$1,365.4	\$1,399.7	\$1,400.0	\$1,376.2	\$1,368.7
2	Average Net Deferred Return	Statement 6, Avg. Ln. 8	\$162.6	\$140.9	\$119.2	\$97.5	\$75.9	\$54.2	\$32.5	\$10.8
3	Average Rate Base Including Net Deferred Return	Lns. (1 + 2)	\$1,263.9	\$1,342.9	\$1,405.2	\$1,462.9	\$1,475.6	\$1,454.2	\$1,408.7	\$1,379.6
4	Long-Term Debt Ratio	1.0 - Ln. 5	53.34%	52.07%	52.07%	52.07%	52.07%	52.07%	52.07%	52.07%
5	Equity Ratio	Workpaper 1, Ln. 1	46.66%	47.93%	47.93%	47.93%	47.93%	47.93%	47.93%	47.93%
6	Long-Term Debt Portion of Rate Base	Lns. (1 * 4)	\$587.4	\$625.9	\$669.6	\$710.9	\$728.8	\$729.0	\$716.6	\$712.7
7	Equity Portion of Rate Base (Includes Net Def. Return)	Lns. (1 + 2 - 6)	\$676.4	\$717.0	\$735.6	\$752.0	\$746.8	\$725.2	\$692.1	\$666.9
8	Adjusted Long-Term Debt Ratio	Lns. (6 / 3)	46.48%	46.61%	47.65%	48.60%	49.39%	50.13%	50.87%	51.66%
9	Adjusted Equity Ratio	Lns. (7 / 3)	53.52%	53.39%	52.35%	51.40%	50.61%	49.87%	49.13%	48.34%
10	Rate of Return on Long-Term Debt	Workpaper 1, Ln. 3	4.83%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%
11	Rate of Return on Equity	Workpaper 1, Ln. 2	11.05%	10.86%	10.86%	10.86%	10.86%	10.86%	10.86%	10.86%
12	Weighted Cost of Capital	Lns. ((8*10) + (9*11))	8.16%	8.23%	8.17%	8.11%	8.07%	8.03%	7.99%	7.94%
13	Average Rate Base	Ln. 3	\$1,263.9	\$1,342.9	\$1,405.2	\$1,462.9	\$1,475.6	\$1,454.2	\$1,408.7	\$1,379.6
14	Overall Return on Rate Base	Lns. (12 * 13)	\$103.1	\$110.5	\$114.8	\$118.7	\$119.1	\$116.7	\$112.5	\$109.6
15	Weighted Rate of Return on Long-Term Debt	Lns. (8 * 10)	2.24%	2.43%	2.48%	2.53%	2.57%	2.61%	2.65%	2.69%
16	Interest Expense	Lns. (13 * 15)	\$28.4	\$32.6	\$34.9	\$37.0	\$38.0	\$38.0	\$37.3	\$37.1
17	Return on Equity	Lns. (14 - 16)	\$74.7	\$77.9	\$79.9	\$81.7	\$81.1	\$78.8	\$75.2	\$72.4





**TRANS ALASKA PIPELINE SYSTEM**  
**Return on Rate Base - Actual**  
**(\$ millions)**

**Statement 4A**  
**Page 4 of 4**

Line No.	Description	Source	2040	2041	2042	2043	2044
1	Average Rate Base Excluding Net Deferred Return	Statement 6, Avg. Ln. 7	\$219.8	\$163.3	\$106.9	\$50.5	(\$5.9)
2	Average Net Deferred Return	Statement 6, Avg. Ln. 8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3	Average Rate Base Including Net Deferred Return	Lns. (1 + 2)	\$219.8	\$163.3	\$106.9	\$50.5	(\$5.9)
4	Long-Term Debt Ratio	1.0 - Ln. 5	100.00%	100.00%	100.00%	100.00%	100.00%
5	Equity Ratio	Workpaper 1, Ln. 1	0.00%	0.00%	0.00%	0.00%	0.00%
6	Long-Term Debt Portion of Rate Base	Lns. (1 * 4)	\$219.8	\$163.3	\$106.9	\$50.5	(\$5.9)
7	Equity Portion of Rate Base (Includes Net Def. Return)	Lns. (1 + 2 - 6)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8	Adjusted Long-Term Debt Ratio	Lns. (6 / 3)	100.00%	100.00%	100.00%	100.00%	100.00%
9	Adjusted Equity Ratio	Lns. (7 / 3)	0.00%	0.00%	0.00%	0.00%	0.00%
10	Rate of Return on Long-Term Debt	Workpaper 1, Ln. 3	0.00%	0.00%	0.00%	0.00%	0.00%
11	Rate of Return on Equity	Workpaper 1, Ln. 2	0.00%	0.00%	0.00%	0.00%	0.00%
12	Weighted Cost of Capital	Lns. ((8*10) + (9*11))	0.00%	0.00%	0.00%	0.00%	0.00%
13	Average Rate Base	Ln. 3	\$219.8	\$163.3	\$106.9	\$50.5	(\$5.9)
14	Overall Return on Rate Base	Lns. (12 * 13)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
15	Weighted Rate of Return on Long-Term Debt	Lns. (8 * 10)	0.00%	0.00%	0.00%	0.00%	0.00%
16	Interest Expense	Lns. (13 * 15)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17	Return on Equity	Lns. (14 - 16)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**TRANS ALASKA PIPELINE SYSTEM  
Income Tax Allowance - Actual  
(\$ millions)**

**Statement 5A  
Page 1 of 4**

Line No.	Description	Source	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	Equity Portion of Return on Rate Base	Statement 4A, Ln. 17	\$74.7	\$77.9	\$79.9	\$81.7	\$81.1	\$78.8	\$75.2	\$72.4	\$71.2
2	Equity AFUDC Amortization	Statement 8, Ln. 4	\$4.3	\$4.9	\$5.5	\$6.0	\$6.3	\$6.5	\$6.7	\$6.8	\$7.0
3	Deferred Return Amortization	Workpaper 10, Ln. 3	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$0.0
4	Amortization of Excess Tax Reserve	Workpaper 5, Ln. 17	\$0.2	\$0.2	\$0.4	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7
5	Federal Income Tax Base	Lns. (1 + 2 + 3 - 4)	\$100.5	\$104.3	\$106.6	\$108.7	\$108.5	\$106.3	\$102.8	\$100.3	\$77.6
6	Federal Income Tax Rate	Workpaper 1, Ln. 48	35.00%	35.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%
7	Federal Income Tax Factor	Lns. (6 / (1.0 - 6))	53.85%	53.85%	26.58%	26.58%	26.58%	26.58%	26.58%	26.58%	26.58%
8	Federal Income Tax Allowance	Lns. (5 * 7 - 4)	\$54.0	\$56.0	\$27.9	\$28.2	\$28.2	\$27.6	\$26.7	\$26.0	\$20.0
9	State Income Tax Base	Lns. (1 + 2 + 3 + 8)	\$154.6	\$160.5	\$135.0	\$137.6	\$137.3	\$134.6	\$130.2	\$126.9	\$98.2
10	State Income Tax Rate	Workpaper 1, Ln. 47	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%
11	State Income Tax Factor	Lns. (10 / (1.0 - 10))	10.38%	10.38%	10.38%	10.38%	10.38%	10.38%	10.38%	10.38%	10.38%
12	State Income Tax Allowance	Lns. (9 * 11)	\$16.0	\$16.6	\$14.0	\$14.3	\$14.2	\$14.0	\$13.5	\$13.2	\$10.2
13	Income Tax Allowance	Lns. (8 + 12)	\$70.0	\$72.6	\$41.9	\$42.5	\$42.4	\$41.6	\$40.2	\$39.2	\$30.2





**TRANS ALASKA PIPELINE SYSTEM  
Income Tax Allowance - Actual  
(\$ millions)**

**Statement 5A  
Page 4 of 4**

Line No.	Description	Source	2043	2044
1	Equity Portion of Return on Rate Base	Statement 4A, Ln. 17	\$0.0	\$0.0
2	Equity AFUDC Amortization	Statement 8, Ln. 4	\$7.1	\$7.1
3	Deferred Return Amortization	Workpaper 10, Ln. 3	\$0.0	\$0.0
4	Amortization of Excess Tax Reserve	Workpaper 5, Ln. 17	\$0.7	\$0.7
5	Federal Income Tax Base	Lns. (1 + 2 + 3 - 4)	\$6.4	\$6.4
6	Federal Income Tax Rate	Workpaper 1, Ln. 48	21.00%	21.00%
7	Federal Income Tax Factor	Lns. (6 / (1.0 - 6))	26.58%	26.58%
8	Federal Income Tax Allowance	Lns. (5 * 7 - 4)	\$1.1	\$1.1
9	State Income Tax Base	Lns. (1 + 2 + 3 + 8)	\$8.1	\$8.1
10	State Income Tax Rate	Workpaper 1, Ln. 47	9.40%	9.40%
11	State Income Tax Factor	Lns. (10 / (1.0 - 10))	10.38%	10.38%
12	State Income Tax Allowance	Lns. (9 * 11)	\$0.8	\$0.8
13	Income Tax Allowance	Lns. (8 + 12)	\$1.9	\$1.9

**TRANS ALASKA PIPELINE SYSTEM  
Rate Base  
(\$ millions)**

Line No.	Description	Source	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	Carrier Property in Service	Workpaper 4, Ln. 5	\$9,035.0	\$9,112.5	\$9,154.3	\$9,271.3	\$9,344.5	\$9,385.6	\$9,411.0	\$9,367.6	\$9,426.3	\$9,392.9
2	Accumulated Depreciation	Workpaper 4, Ln. 18	\$8,082.1	\$8,025.6	\$8,000.7	\$8,011.8	\$8,024.4	\$8,038.1	\$8,065.4	\$8,036.9	\$8,071.5	\$8,049.2
3	Net Carrier Property in Service	Lns. (1 - 2)	\$953.0	\$1,086.9	\$1,153.6	\$1,259.5	\$1,320.1	\$1,347.5	\$1,345.5	\$1,330.7	\$1,354.7	\$1,343.7
4	Net AFUDC	Statement 8, Ln. 10	\$172.4	\$201.5	\$210.9	\$228.7	\$234.0	\$233.3	\$228.7	\$222.0	\$218.9	\$212.7
5	Working Capital	Workpaper 1, Ln. 19 1/	\$65.6	\$62.2	\$70.5	\$66.4	\$68.3	\$70.2	\$74.6	\$74.5	\$81.6	\$89.4
6	Accumulated Deferred Income Taxes	Workpaper 5, Ln. 20	\$158.9	\$180.1	\$201.6	\$216.1	\$230.3	\$243.8	\$256.0	\$267.5	\$277.4	\$286.4
7	Rate Base Excluding Deferred Return	Lns. (3 + 4 + 5 - 6)	\$1,032.1	\$1,170.5	\$1,233.4	\$1,338.5	\$1,392.2	\$1,407.3	\$1,392.7	\$1,359.6	\$1,377.8	\$1,359.4
8	Net Deferred Return	Workpaper 10, Ln. 4	\$173.4	\$151.7	\$130.1	\$108.4	\$86.7	\$65.0	\$43.4	\$21.7	\$0.0	\$0.0
9	Rate Base Including Deferred Return	Lns. (7 + 8)	\$1,205.5	\$1,322.2	\$1,363.5	\$1,446.9	\$1,478.9	\$1,472.3	\$1,436.1	\$1,381.3	\$1,377.8	\$1,359.4
10	Average Rate Base	(Ln. 9 + Prior Ln. 9) / 2.0		\$1,263.9	\$1,342.9	\$1,405.2	\$1,462.9	\$1,475.6	\$1,454.2	\$1,408.7	\$1,379.6	\$1,368.6

1/ 2015 amount based on Workpaper 2, Ln. 45

**TRANS ALASKA PIPELINE SYSTEM  
Rate Base  
(\$ millions)**

Line No.	Description	Source	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
1	Carrier Property in Service	Workpaper 4, Ln. 5	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9
2	Accumulated Depreciation	Workpaper 4, Ln. 18	\$8,115.5	\$8,181.8	\$8,248.0	\$8,314.3	\$8,380.6	\$8,446.8	\$8,513.1	\$8,579.4	\$8,645.7	\$8,711.9
3	Net Carrier Property in Service	Lns. (1 - 2)	\$1,277.4	\$1,211.1	\$1,144.9	\$1,078.6	\$1,012.3	\$946.0	\$879.8	\$813.5	\$747.2	\$681.0
4	Net AFUDC	Statement 8, Ln. 10	\$202.1	\$191.4	\$180.8	\$170.2	\$159.5	\$148.9	\$138.3	\$127.6	\$117.0	\$106.4
5	Working Capital	Workpaper 1, Ln. 19 1/	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
6	Accumulated Deferred Income Taxes	Workpaper 5, Ln. 20	\$292.8	\$297.1	\$298.8	\$298.2	\$295.5	\$290.4	\$282.4	\$272.2	\$259.7	\$245.2
7	Rate Base Excluding Deferred Return	Lns. (3 + 4 + 5 - 6)	\$1,186.7	\$1,105.5	\$1,026.8	\$950.6	\$876.4	\$804.6	\$735.6	\$669.0	\$604.5	\$542.1
8	Net Deferred Return	Workpaper 10, Ln. 4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
9	Rate Base Including Deferred Return	Lns. (7 + 8)	\$1,186.7	\$1,105.5	\$1,026.8	\$950.6	\$876.4	\$804.6	\$735.6	\$669.0	\$604.5	\$542.1
10	Average Rate Base	(Ln. 9 + Prior Ln. 9) / 2.0	\$1,273.0	\$1,146.1	\$1,066.2	\$988.7	\$913.5	\$840.5	\$770.1	\$702.3	\$636.7	\$573.3

1/ 2015 amount based on Workpaper 2, Ln. 45

**TRANS ALASKA PIPELINE SYSTEM  
Rate Base  
(\$ millions)**

Line No.	Description	Source	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
1	Carrier Property in Service	Workpaper 4, Ln. 5	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9
2	Accumulated Depreciation	Workpaper 4, Ln. 18	\$8,778.2	\$8,844.5	\$8,910.7	\$8,977.0	\$9,043.3	\$9,109.5	\$9,175.8	\$9,242.1	\$9,308.4	\$9,374.6
3	Net Carrier Property in Service	Lns. (1 - 2)	\$614.7	\$548.4	\$482.1	\$415.9	\$349.6	\$283.3	\$217.1	\$150.8	\$84.5	\$18.2
4	Net AFUDC	Statement 8, Ln. 10	\$95.7	\$85.1	\$74.5	\$63.8	\$53.2	\$42.5	\$31.9	\$21.3	\$10.6	\$0.0
5	Working Capital	Workpaper 1, Ln. 19 1/	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
6	Accumulated Deferred Income Taxes	Workpaper 5, Ln. 20	\$229.1	\$211.8	\$193.8	\$174.8	\$154.8	\$134.4	\$113.9	\$93.4	\$72.9	\$52.4
7	Rate Base Excluding Deferred Return	Lns. (3 + 4 + 5 - 6)	\$481.3	\$421.7	\$362.8	\$304.9	\$248.0	\$191.5	\$135.1	\$78.7	\$22.3	(\$34.1)
8	Net Deferred Return	Workpaper 10, Ln. 4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
9	Rate Base Including Deferred Return	Lns. (7 + 8)	\$481.3	\$421.7	\$362.8	\$304.9	\$248.0	\$191.5	\$135.1	\$78.7	\$22.3	(\$34.1)
10	Average Rate Base	(Ln. 9 + Prior Ln. 9) / 2.0	\$511.7	\$451.5	\$392.2	\$333.9	\$276.5	\$219.8	\$163.3	\$106.9	\$50.5	(\$5.9)

1/ 2015 amount based on Workpaper 2, Ln. 45

**TRANS ALASKA PIPELINE SYSTEM  
AFUDC  
(\$ millions)**

Line No.	Description	Source	2015	2016	2017	2018	2019	2020	2021	2022	2023
1	Equity Ratio	Workpaper 1, Ln. 1		46.66%	47.93%	47.93%	47.93%	47.93%	47.93%	47.93%	47.93%
2	Long-Term Debt Ratio	1.0 - Ln. 1		53.34%	52.07%	52.07%	52.07%	52.07%	52.07%	52.07%	52.07%
3	Rate of Return on Equity	Workpaper 1, Ln. 2		11.05%	10.86%	10.86%	10.86%	10.86%	10.86%	10.86%	10.86%
4	Rate of Return on Long-Term Debt	Workpaper 1, Ln. 3		4.83%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%
5	CWIP Additions	Workpaper 1, Ln.8		\$136.2	\$143.8	\$63.5	\$87.4	\$62.5	\$50.0	\$72.7	\$64.7
6	CWIP Retirements	Workpaper 1, Ln.9		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
7	CWIP Adjustments and Transfers	Workpaper 1, Ln.10		(\$166.3)	(\$105.8)	(\$151.2)	(\$110.4)	(\$81.3)	(\$54.1)	(\$42.4)	(\$85.4)
8	CWIP Balance	Lns. (5+6+7+Prior 8) 1/	\$169.9	\$139.8	\$177.7	\$90.1	\$67.1	\$48.3	\$44.2	\$74.4	\$53.7
9	Average CWIP	Average Ln. 8		\$154.8	\$158.8	\$133.9	\$78.6	\$57.7	\$46.2	\$59.3	\$64.1
10	Additions to Carrier Property in Service	Workpaper 4, Ln. 2		\$166.3	\$105.8	\$151.2	\$110.4	\$81.3	\$54.1	\$42.4	\$85.4
11	In Service Ratio	Lns. (10 / (5 + Prior 8))		54.32%	37.33%	62.67%	62.20%	62.73%	55.03%	36.31%	61.41%
12	Additions to Equity AFUDC Base	Lns. ((1 * 9 + Prior 14) * 3)		\$11.7	\$10.5	\$9.1	\$5.3	\$3.7	\$2.8	\$3.4	\$3.8
13	Equity AFUDC Additions to Rate Base	Lns. (11 * (12 + Prior 14))		\$24.8	\$11.7	\$18.0	\$10.0	\$6.1	\$3.5	\$2.3	\$4.8
14	Equity AFUDC Base	Lns. (Prior 14 + 12 - 13) 2/	\$34.0	\$20.9	\$19.7	\$10.7	\$6.0	\$3.6	\$2.9	\$4.0	\$3.0
15	Additions to Long Term Debt AFUDC Base	Lns. ((2 * 9 + Prior 17) * 4)		\$4.7	\$4.8	\$4.1	\$2.4	\$1.7	\$1.3	\$1.7	\$1.8
16	Long Term Debt AFUDC Additions to Rate Base	Lns. (11 * (15 + Prior 17))		\$10.9	\$5.2	\$8.0	\$4.5	\$2.8	\$1.6	\$1.1	\$2.3
17	Long Term Debt AFUDC Base	Lns. (Prior 17 + 15 - 16) 3/	\$15.3	\$9.1	\$8.7	\$4.8	\$2.7	\$1.6	\$1.3	\$1.9	\$1.5

1/ 2015 amount based on Workpaper 2, Ln. 1

2/ 2015 amount based on Workpaper 2, Ln. 5

3/ 2015 amount based on Workpaper 2, Ln. 6

**TRANS ALASKA PIPELINE SYSTEM  
AFUDC  
(\$ millions)**

Line No.	Description	Source	2024	2025	2026	2027	2028	2029	2030	2031	2032
1	Equity Ratio	Workpaper 1, Ln. 1	47.93%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Long-Term Debt Ratio	1.0 - Ln. 1	52.07%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
3	Rate of Return on Equity	Workpaper 1, Ln. 2	10.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Rate of Return on Long-Term Debt	Workpaper 1, Ln. 3	5.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	CWIP Additions	Workpaper 1, Ln.8	\$57.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
6	CWIP Retirements	Workpaper 1, Ln.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
7	CWIP Adjustments and Transfers	Workpaper 1, Ln.10	(\$52.1)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8	CWIP Balance	Lns. (5+6+7+Prior 8) 1/	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3
9	Average CWIP	Average Ln. 8	\$56.5	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3
10	Additions to Carrier Property in Service	Workpaper 4, Ln. 2	\$52.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
11	In Service Ratio	Lns. (10 / (5 + Prior 8))	46.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	Additions to Equity AFUDC Base	Lns. ((1 * 9 + Prior 14) * 3)	\$3.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
13	Equity AFUDC Additions to Rate Base	Lns. (11 * (12 + Prior 14))	\$2.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14	Equity AFUDC Base	Lns. (Prior 14 + 12 - 13) 2/	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3
15	Additions to Long Term Debt AFUDC Base	Lns. ((2 * 9 + Prior 17) * 4)	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	Long Term Debt AFUDC Additions to Rate Base	Lns. (11 * (15 + Prior 17))	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17	Long Term Debt AFUDC Base	Lns. (Prior 17 + 15 - 16) 3/	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6

1/ 2015 amount based on Workpaper 2, Ln. 1

2/ 2015 amount based on Workpaper 2, Ln. 5

3/ 2015 amount based on Workpaper 2, Ln. 6

**TRANS ALASKA PIPELINE SYSTEM  
AFUDC  
(\$ millions)**

Line No.	Description	Source	2033	2034	2035	2036	2037	2038	2039	2040	2041
1	Equity Ratio	Workpaper 1, Ln. 1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Long-Term Debt Ratio	1.0 - Ln. 1	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
3	Rate of Return on Equity	Workpaper 1, Ln. 2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Rate of Return on Long-Term Debt	Workpaper 1, Ln. 3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	CWIP Additions	Workpaper 1, Ln.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
6	CWIP Retirements	Workpaper 1, Ln.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
7	CWIP Adjustments and Transfers	Workpaper 1, Ln.10	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8	CWIP Balance	Lns. (5+6+7+Prior 8) 1/	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3
9	Average CWIP	Average Ln. 8	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3	\$59.3
10	Additions to Carrier Property in Service	Workpaper 4, Ln. 2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
11	In Service Ratio	Lns. (10 / (5 + Prior 8))	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	Additions to Equity AFUDC Base	Lns. ((1 * 9 + Prior 14) * 3)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
13	Equity AFUDC Additions to Rate Base	Lns. (11 * (12 + Prior 14))	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14	Equity AFUDC Base	Lns. (Prior 14 + 12 - 13) 2/	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3
15	Additions to Long Term Debt AFUDC Base	Lns. ((2 * 9 + Prior 17) * 4)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	Long Term Debt AFUDC Additions to Rate Base	Lns. (11 * (15 + Prior 17))	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17	Long Term Debt AFUDC Base	Lns. (Prior 17 + 15 - 16) 3/	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6

1/ 2015 amount based on Workpaper 2, Ln. 1

2/ 2015 amount based on Workpaper 2, Ln. 5

3/ 2015 amount based on Workpaper 2, Ln. 6

**TRANS ALASKA PIPELINE SYSTEM  
AFUDC  
(\$ millions)**

**Statement 7  
Page 4 of 4**

Line No. Description	Source	2042	2043	2044
1 Equity Ratio	Workpaper 1, Ln. 1	0.00%	0.00%	0.00%
2 Long-Term Debt Ratio	1.0 - Ln. 1	100.00%	100.00%	100.00%
3 Rate of Return on Equity	Workpaper 1, Ln. 2	0.00%	0.00%	0.00%
4 Rate of Return on Long-Term Debt	Workpaper 1, Ln. 3	0.00%	0.00%	0.00%
5 CWIP Additions	Workpaper 1, Ln.8	\$0.0	\$0.0	\$0.0
6 CWIP Retirements	Workpaper 1, Ln.9	\$0.0	\$0.0	\$0.0
7 CWIP Adjustments and Transfers	Workpaper 1, Ln.10	\$0.0	\$0.0	\$0.0
8 CWIP Balance	Lns. (5+6+7+Prior 8) 1/	\$59.3	\$59.3	\$59.3
9 Average CWIP	Average Ln. 8	\$59.3	\$59.3	\$59.3
10 Additions to Carrier Property in Service	Workpaper 4, Ln. 2	\$0.0	\$0.0	\$0.0
11 In Service Ratio	Lns. (10 / (5 + Prior 8))	0.00%	0.00%	0.00%
12 Additions to Equity AFUDC Base	Lns. ((1 * 9 + Prior 14) * 3)	\$0.0	\$0.0	\$0.0
13 Equity AFUDC Additions to Rate Base	Lns. (11 * (12 + Prior 14))	\$0.0	\$0.0	\$0.0
14 Equity AFUDC Base	Lns. (Prior 14 + 12 - 13) 2/	\$3.3	\$3.3	\$3.3
15 Additions to Long Term Debt AFUDC Base	Lns. ((2 * 9 + Prior 17) * 4)	\$0.0	\$0.0	\$0.0
16 Long Term Debt AFUDC Additions to Rate Base	Lns. (11 * (15 + Prior 17))	\$0.0	\$0.0	\$0.0
17 Long Term Debt AFUDC Base	Lns. (Prior 17 + 15 - 16) 3/	\$1.6	\$1.6	\$1.6

1/ 2015 amount based on Workpaper 2, Ln. 1

2/ 2015 amount based on Workpaper 2, Ln. 5

3/ 2015 amount based on Workpaper 2, Ln. 6

**TRANS ALASKA PIPELINE SYSTEM  
AFUDC Amortization  
(\$ millions)**

Line No.	Description	Source	2015	2016	2017	2018	2019	2020	2021	2022	2023
1	Depreciation Factor	Workpaper 3, Ln. 2		3.4483%	3.5714%	3.7037%	3.8462%	4.0000%	4.1667%	4.3478%	4.5455%
2	Equity AFUDC Additions to Rate Base	Statement 7, Ln. 13		\$24.8	\$11.7	\$18.0	\$10.0	\$6.1	\$3.5	\$2.3	\$4.8
3	Equity AFUDC Amortization Base	Lns. (Prior 5 + 2 /2.0)		\$123.8	\$137.8	\$147.7	\$156.3	\$158.3	\$156.8	\$153.1	\$150.0
4	Equity AFUDC Amortization	Lns. (1 * 3)		\$4.3	\$4.9	\$5.5	\$6.0	\$6.3	\$6.5	\$6.7	\$6.8
5	Equity AFUDC Balance	Lns. (2 - 4 + Prior 5) 1/	\$111.4	\$131.9	\$138.7	\$151.3	\$155.2	\$155.0	\$152.0	\$147.6	\$145.6
6	Long Term Debt AFUDC Additions to Rate Base	Statement 7, Ln. 16		\$10.9	\$5.2	\$8.0	\$4.5	\$2.8	\$1.6	\$1.1	\$2.3
7	Long Term Debt AFUDC Amortization Base	Lns. (Prior 9 + 6 /2.0)		\$66.5	\$72.2	\$76.2	\$79.6	\$80.2	\$79.2	\$77.2	\$75.6
8	Long Term Debt AFUDC Amortization	Lns. (1 * 7)		\$2.3	\$2.6	\$2.8	\$3.1	\$3.2	\$3.3	\$3.4	\$3.4
9	Long Term Debt AFUDC Balance	Lns. (6 - 8 + Prior 9) 2/	\$61.0	\$69.6	\$72.2	\$77.4	\$78.8	\$78.4	\$76.7	\$74.4	\$73.3
10	Net AFUDC Balance	Lns. (5 + 9)	\$172.4	\$201.5	\$210.9	\$228.7	\$234.0	\$233.3	\$228.7	\$222.0	\$218.9

**For Forward-Looking Maximum Allowable Interstate Rates**

								2021 - <u>2022</u>	2022 - <u>2023</u>	2023 - <u>2024</u>
11	Equity AFUDC Amort. for Forward-Looking Rates	Lns. (1 * Prior 5) 3/						\$6.5	\$6.6	\$6.7
12	LT Debt AFUDC Amort. for Forward-Looking Rates	Lns. (1 * Prior 9) 4/						\$3.3	\$3.3	\$3.4

1/ 2015 amount based on Workpaper 2, Ln. 7  
2/ 2015 amount based on Workpaper 2, Ln. 8  
3/ Section II-9.  
4/ Section II-8.

**TRANS ALASKA PIPELINE SYSTEM  
AFUDC Amortization  
(\$ millions)**

Line No.	Description	Source	2024	2025	2026	2027	2028	2029	2030	2031	2032
1	Depreciation Factor	Workpaper 3, Ln. 2	4.7619%	5.0000%	5.2632%	5.5556%	5.8824%	6.2500%	6.6667%	7.1429%	7.6923%
2	Equity AFUDC Additions to Rate Base	Statement 7, Ln. 13	\$2.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3	Equity AFUDC Amortization Base	Lns. (Prior 5 + 2 /2.0)	\$147.0	\$141.5	\$134.4	\$127.3	\$120.3	\$113.2	\$106.1	\$99.0	\$92.0
4	Equity AFUDC Amortization	Lns. (1 * 3)	\$7.0	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1
5	Equity AFUDC Balance	Lns. (2 - 4 + Prior 5) 1/	\$141.5	\$134.4	\$127.3	\$120.3	\$113.2	\$106.1	\$99.0	\$92.0	\$84.9
6	Long Term Debt AFUDC Additions to Rate Base	Statement 7, Ln. 16	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
7	Long Term Debt AFUDC Amortization Base	Lns. (Prior 9 + 6 /2.0)	\$74.0	\$71.2	\$67.7	\$64.1	\$60.5	\$57.0	\$53.4	\$49.9	\$46.3
8	Long Term Debt AFUDC Amortization	Lns. (1 * 7)	\$3.5	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6
9	Long Term Debt AFUDC Balance	Lns. (6 - 8 + Prior 9) 2/	\$71.2	\$67.7	\$64.1	\$60.5	\$57.0	\$53.4	\$49.9	\$46.3	\$42.7
10	Net AFUDC Balance	Lns. (5 + 9)	\$212.7	\$202.1	\$191.4	\$180.8	\$170.2	\$159.5	\$148.9	\$138.3	\$127.6
			<u>2024 -</u>	<u>2025 -</u>	<u>2026 -</u>	<u>2027 -</u>	<u>2028 -</u>	<u>2029 -</u>	<u>2030 -</u>	<u>2031 -</u>	<u>2032 -</u>
<b>For Forward-Looking Maximum Allowable Interstate Rates</b>			<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
11	Equity AFUDC Amort. for Forward-Looking Rates	Lns. (1 * Prior 5) 3/	\$6.9	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1
12	LT Debt AFUDC Amort. for Forward-Looking Rates	Lns. (1 * Prior 9) 4/	\$3.5	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6

1/ 2015 amount based on Workpaper 2, Ln. 7  
2/ 2015 amount based on Workpaper 2, Ln. 8  
3/ Section II-9.  
4/ Section II-8.

**TRANS ALASKA PIPELINE SYSTEM  
AFUDC Amortization  
(\$ millions)**

Line No.	Description	Source	2033	2034	2035	2036	2037	2038	2039	2040	2041
1	Depreciation Factor	Workpaper 3, Ln. 2	8.3333%	9.0909%	10.0000%	11.1111%	12.5000%	14.2857%	16.6667%	20.0000%	25.0000%
2	Equity AFUDC Additions to Rate Base	Statement 7, Ln. 13	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3	Equity AFUDC Amortization Base	Lns. (Prior 5 + 2 /2.0)	\$84.9	\$77.8	\$70.7	\$63.7	\$56.6	\$49.5	\$42.4	\$35.4	\$28.3
4	Equity AFUDC Amortization	Lns. (1 * 3)	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1
5	Equity AFUDC Balance	Lns. (2 - 4 + Prior 5) 1/	\$77.8	\$70.7	\$63.7	\$56.6	\$49.5	\$42.4	\$35.4	\$28.3	\$21.2
6	Long Term Debt AFUDC Additions to Rate Base	Statement 7, Ln. 16	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
7	Long Term Debt AFUDC Amortization Base	Lns. (Prior 9 + 6 /2.0)	\$42.7	\$39.2	\$35.6	\$32.0	\$28.5	\$24.9	\$21.4	\$17.8	\$14.2
8	Long Term Debt AFUDC Amortization	Lns. (1 * 7)	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6
9	Long Term Debt AFUDC Balance	Lns. (6 - 8 + Prior 9) 2/	\$39.2	\$35.6	\$32.0	\$28.5	\$24.9	\$21.4	\$17.8	\$14.2	\$10.7
10	Net AFUDC Balance	Lns. (5 + 9)	\$117.0	\$106.4	\$95.7	\$85.1	\$74.5	\$63.8	\$53.2	\$42.5	\$31.9
			2033 -	2034 -	2035 -	2036 -	2037 -	2038 -	2039 -	2040 -	2041 -
<b>For Forward-Looking Maximum Allowable Interstate Rates</b>			<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>2041</u>	<u>2042</u>
11	Equity AFUDC Amort. for Forward-Looking Rates	Lns. (1 * Prior 5) 3/	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1	\$7.1
12	LT Debt AFUDC Amort. for Forward-Looking Rates	Lns. (1 * Prior 9) 4/	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6

1/ 2015 amount based on Workpaper 2, Ln. 7  
2/ 2015 amount based on Workpaper 2, Ln. 8  
3/ Section II-9.  
4/ Section II-8.

**TRANS ALASKA PIPELINE SYSTEM  
AFUDC Amortization  
(\$ millions)**

**Statement 8  
Page 4 of 4**

Line No.	Description	Source	2042	2043	2044
1	Depreciation Factor	Workpaper 3, Ln. 2	33.3333%	50.0000%	100.0000%
2	Equity AFUDC Additions to Rate Base	Statement 7, Ln. 13	\$0.0	\$0.0	\$0.0
3	Equity AFUDC Amortization Base	Lns. (Prior 5 + 2 /2.0)	\$21.2	\$14.1	\$7.1
4	Equity AFUDC Amortization	Lns. (1 * 3)	\$7.1	\$7.1	\$7.1
5	Equity AFUDC Balance	Lns. (2 - 4 + Prior 5) 1/	\$14.1	\$7.1	\$0.0
6	Long Term Debt AFUDC Additions to Rate Base	Statement 7, Ln. 16	\$0.0	\$0.0	\$0.0
7	Long Term Debt AFUDC Amortization Base	Lns. (Prior 9 + 6 /2.0)	\$10.7	\$7.1	\$3.6
8	Long Term Debt AFUDC Amortization	Lns. (1 * 7)	\$3.6	\$3.6	\$3.6
9	Long Term Debt AFUDC Balance	Lns. (6 - 8 + Prior 9) 2/	\$7.1	\$3.6	\$0.0
10	Net AFUDC Balance	Lns. (5 + 9)	\$21.3	\$10.6	\$0.0
			2042 -	2043 -	2044 -
<b>For Forward-Looking Maximum Allowable Interstate Rates</b>			<u>2043</u>	<u>2044</u>	<u>2045</u>
11	Equity AFUDC Amort. for Forward-Looking Rates	Lns. (1 * Prior 5) 3/	\$7.1	\$7.1	\$7.1
12	LT Debt AFUDC Amort. for Forward-Looking Rates	Lns. (1 * Prior 9) 4/	\$3.6	\$3.6	\$3.6

1/ 2015 amount based on Workpaper 2, Ln. 7  
2/ 2015 amount based on Workpaper 2, Ln. 8  
3/ Section II-9.  
4/ Section II-8.

**TRANS ALASKA PIPELINE SYSTEM  
Net Carryover - Interstate  
(\$ millions)**

Line No.	Description	Source	2018	2019	2020	2021	2022	2023	2024	2025
1	Interstate Cost of Service - Actual	Statement 1A, Ln. 3	\$804.8	\$823.7	\$841.2	\$778.4	\$755.0	\$824.7	\$881.4	\$84.5
<u>Actual Interstate Throughput (millions of barrels)</u>										
2	Valdez Interstate Deliveries (Jan - Jun)	Workpaper 1, Ln.60	83.3	78.0	78.6	80.9	81.9	79.9	72.2	-
3	Valdez Interstate Deliveries (Jul - Dec)	Workpaper 1, Ln.61	79.1	78.0	78.6	75.3	74.9	74.2	74.6	-
4	Total Interstate Deliveries	Sum Lns. (2 thru 3)	162.4	155.9	157.3	156.2	156.8	154.1	146.8	-
<u>Maximum Allowable Interstate Rates (\$/barrel)</u>										
5	Valdez Interstate (Jan - Jun)	Workpaper 1, Ln.78	\$4.98	\$4.68	\$5.39	\$5.76	\$5.05	\$4.67	\$5.16	\$5.78
6	Valdez Interstate (Jul - Dec)	Workpaper 1, Ln.79	\$4.68	\$5.39	\$5.76	\$5.05	\$4.67	\$5.16	\$5.78	\$0.00
<u>Revenues Based on Maximum Allowable Interstate Rate</u>										
7	Valdez Interstate (Jan - Dec)	Lns. ((2 * 5) + (3 * 6))	\$785.2	\$785.1	\$876.7	\$845.8	\$763.3	\$755.5	\$803.7	\$0.0
8	Interstate Carryover Base	Lns. (1 - 7)	\$19.7	\$38.6	(\$35.5)	(\$67.4)	(\$8.3)	\$69.2	\$77.7	\$84.5
9	18-Month Compounded Interest Rate	1/	4.67%	5.50%	4.16%	3.29%	3.81%	7.76%	8.77%	3.94%
10	Interest on Net Carryover - Interstate	Lns. 8 * 9	\$0.9	\$2.1	(\$1.5)	(\$2.2)	(\$0.3)	\$5.4	\$6.8	\$3.3
11	Net Carryover - Interstate	Lns. (8 + 10)	\$20.6	\$40.7	(\$36.9)	(\$69.6)	(\$8.7)	\$74.5	\$84.5	\$87.8

1/  $(1.0 + \text{Workpaper 1, Ln. 4} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 5} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 6} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 7} / 4.0) - 1.0$

**TRANS ALASKA PIPELINE SYSTEM**  
**Net Carryover - Interstate**  
**(\$ millions)**

Line No.	Description	Source	2026	2027	2028	2029	2030	2031	2032	2033
1	Interstate Cost of Service - Actual	Statement 1A, Ln. 3	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8
<u>Actual Interstate Throughput (millions of barrels)</u>										
2	Valdez Interstate Deliveries (Jan - Jun)	Workpaper 1, Ln.60	-	-	-	-	-	-	-	-
3	Valdez Interstate Deliveries (Jul - Dec)	Workpaper 1, Ln.61	-	-	-	-	-	-	-	-
4	Total Interstate Deliveries	Sum Lns. (2 thru 3)	-	-	-	-	-	-	-	-
<u>Maximum Allowable Interstate Rates (\$/barrel)</u>										
5	Valdez Interstate (Jan - Jun)	Workpaper 1, Ln.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6	Valdez Interstate (Jul - Dec)	Workpaper 1, Ln.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<u>Revenues Based on Maximum Allowable Interstate Rate</u>										
7	Valdez Interstate (Jan - Dec)	Lns. ((2 * 5) + (3 * 6))	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8	Interstate Carryover Base	Lns. (1 - 7)	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8
9	18-Month Compounded Interest Rate	1/	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	Interest on Net Carryover - Interstate	Lns. 8 * 9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
11	Net Carryover - Interstate	Lns. (8 + 10)	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8

1/  $(1.0 + \text{Workpaper 1, Ln. 4} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 5} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 6} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 7} / 4.0) - 1.0$

**TRANS ALASKA PIPELINE SYSTEM**  
**Net Carryover - Interstate**  
**(\$ millions)**

Line No.	Description	Source	2034	2035	2036	2037	2038	2039	2040	2041
1	Interstate Cost of Service - Actual	Statement 1A, Ln. 3	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8
<u>Actual Interstate Throughput (millions of barrels)</u>										
2	Valdez Interstate Deliveries (Jan - Jun)	Workpaper 1, Ln.60	-	-	-	-	-	-	-	-
3	Valdez Interstate Deliveries (Jul - Dec)	Workpaper 1, Ln.61	-	-	-	-	-	-	-	-
4	Total Interstate Deliveries	Sum Lns. (2 thru 3)	-	-	-	-	-	-	-	-
<u>Maximum Allowable Interstate Rates (\$/barrel)</u>										
5	Valdez Interstate (Jan - Jun)	Workpaper 1, Ln.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6	Valdez Interstate (Jul - Dec)	Workpaper 1, Ln.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<u>Revenues Based on Maximum Allowable Interstate Rate</u>										
7	Valdez Interstate (Jan - Dec)	Lns. ((2 * 5) + (3 * 6))	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8	Interstate Carryover Base	Lns. (1 - 7)	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8
9	18-Month Compounded Interest Rate	1/	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	Interest on Net Carryover - Interstate	Lns. 8 * 9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
11	Net Carryover - Interstate	Lns. (8 + 10)	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8	\$87.8

1/  $(1.0 + \text{Workpaper 1, Ln. 4} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 5} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 6} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 7} / 4.0) - 1.0$

**TRANS ALASKA PIPELINE SYSTEM**  
**Net Carryover - Interstate**  
**(\$ millions)**

**Statement 9**  
**Page 4 of 4**

Line					
<u>No.</u>	<u>Description</u>	<u>Source</u>	<u>2042</u>	<u>2043</u>	<u>2044</u>
1	Interstate Cost of Service - Actual	Statement 1A, Ln. 3	\$87.8	\$87.8	\$87.8
	<u>Actual Interstate Throughput (millions of barrels)</u>				
2	Valdez Interstate Deliveries (Jan - Jun)	Workpaper 1, Ln.60	-	-	-
3	Valdez Interstate Deliveries (Jul - Dec)	Workpaper 1, Ln.61	-	-	-
4	Total Interstate Deliveries	Sum Lns. (2 thru 3)	-	-	-
	<u>Maximum Allowable Interstate Rates (\$/barrel)</u>				
5	Valdez Interstate (Jan - Jun)	Workpaper 1, Ln.78	\$0.00	\$0.00	\$0.00
6	Valdez Interstate (Jul - Dec)	Workpaper 1, Ln.79	\$0.00	\$0.00	\$0.00
	<u>Revenues Based on Maximum Allowable Interstate Rate</u>				
7	Valdez Interstate (Jan - Dec)	Lns. ((2 * 5) + (3 * 6))	\$0.0	\$0.0	\$0.0
8	Interstate Carryover Base	Lns. (1 - 7)	\$87.8	\$87.8	\$87.8
9	18-Month Compounded Interest Rate	1/	0.00%	0.00%	0.00%
10	Interest on Net Carryover - Interstate	Lns. 8 * 9	\$0.0	\$0.0	\$0.0
11	Net Carryover - Interstate	Lns. (8 + 10)	\$87.8	\$87.8	\$87.8

1/  $(1.0 + \text{Workpaper 1, Ln. 4} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 5} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 6} / 4.0) * (1.0 + \text{Workpaper 1, Ln. 7} / 4.0) - 1.0$

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

<b>TRANS ALASKA PIPELINE SYSTEM</b>		Calculation or Stipulated Amount										Workpaper 1
<b>Inputs</b>		Input Cell (actual)										
Line No.	Description	Source	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Cost of Capital (%)</b>												
1	Equity Ratio	Section II-11	46.66%	47.93%	47.93%	47.93%	47.93%	47.93%	47.93%	47.93%	47.93%	
2	Rate of Return on Equity	Section II-11	11.05%	10.86%	10.86%	10.86%	10.86%	10.86%	10.86%	10.86%	10.86%	
3	Rate of Return on Long-Term Debt	Section II-11	4.83%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	5.21%	
<b>Net Carryover Interest (%)</b>												
4	Interest Rate Q1 (annual %)	FERC	3.25%	3.50%	4.25%	5.18%	4.96%	3.25%	3.25%	6.31%	8.50%	8.04%
5	Interest Rate Q2 (annual %)	FERC	3.46%	3.71%	4.47%	5.45%	4.75%	3.25%	3.25%	7.50%	8.50%	7.55%
6	Interest Rate Q3 (annual %)	FERC	3.50%	3.96%	4.69%	5.50%	3.43%	3.25%	3.60%	8.02%	8.50%	
7	Interest Rate Q4 (annual %)	FERC	3.50%	4.21%	4.96%	5.42%	3.25%	3.25%	4.91%	8.35%	8.50%	
<b>Rate Base (\$ millions)</b>												
8	CWIP Additions	Alyeska Reports	\$136.2	\$143.8	\$63.5	\$87.4	\$62.5	\$50.0	\$72.7	\$64.7	\$57.7	
9	CWIP Retirements	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
10	CWIP Adjustments and Transfers	Alyeska Reports	(\$166.3)	(\$105.8)	(\$151.2)	(\$110.4)	(\$81.3)	(\$54.1)	(\$42.4)	(\$85.4)	(\$52.1)	
11	Additions to Carrier Property in Service	Alyeska Reports	\$166.3	\$105.8	\$151.2	\$110.4	\$81.3	\$54.1	\$42.4	\$85.4	\$52.1	
12	Retirements of Carrier Property in Service	Alyeska Reports	(\$88.8)	(\$64.0)	(\$34.2)	(\$37.1)	(\$40.2)	(\$28.7)	(\$85.8)	(\$26.7)	(\$85.5)	
13	Adjustments to Carrier Property in Service	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
14	Additions of Land	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
15	Retirements of Land	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
16	Adjustments to Land	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
17	Depreciation Retirements	Alyeska Reports	(\$90.1)	(\$63.7)	(\$33.2)	(\$36.5)	(\$39.2)	(\$28.6)	(\$85.3)	(\$26.4)	(\$85.2)	
18	Depreciation Adjustments	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
19	Working Capital	Alyeska Reports	\$62.2	\$70.5	\$66.4	\$68.3	\$70.2	\$74.6	\$74.5	\$81.6	\$89.4	
<b>Operating Expense - For Actual Cost of Service (\$ millions)</b>												
20	Ad Valorem Property Tax	Ad Valorem Request for Funds	\$160.0	\$160.0	\$160.0	\$160.0	\$160.0	\$160.0	\$160.5	\$160.5	\$160.8	
21	Carrier Direct, Excl. Ad Valorem Tax - Harvest	Carrier Records	\$30.2	\$23.4	\$24.1	\$22.4	\$5.1	\$14.4	\$11.9	\$10.5	\$10.8	
22	Carrier Direct, Excl. Ad Valorem Tax - CPTAI	Carrier Records	\$11.3	\$12.7	\$11.8	\$8.1	\$7.0	\$7.6	\$9.7	\$10.6	\$12.2	
23	Carrier Direct, Excl. Ad Valorem Tax - EMPCo	Carrier Records	\$8.3	\$5.7	\$3.0	\$3.1	\$4.1	\$2.6	\$3.3	\$3.4	\$4.0	
24	Carrier Direct, Excl. Ad Valorem Tax - TAPS	Sum Lns. (21 through 23)	\$49.8	\$41.8	\$39.0	\$33.6	\$16.2	\$24.6	\$24.8	\$24.5	\$27.0	\$0.0
25	Alyeska Operating Expenses	Alyeska Reports	\$490.6	\$467.0	\$489.4	\$473.7	\$454.5	\$482.4	\$486.7	\$503.5	\$512.3	
26	Income Taxes on Imputed Management Fees	Alyeska Reports	\$2.7	\$2.7	\$1.9	\$1.9	\$1.9	\$1.8	\$1.8	\$1.9	\$2.0	
27	Annual PBOP Accrual	Alyeska Reports	\$1.1	(\$0.5)	(\$0.5)	(\$0.6)	\$0.2	\$2.3	\$2.3	\$1.3	\$1.5	
28	PBOP Adjustments	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
29	PBOP Cash Payouts	Alyeska Reports	(\$4.0)	(\$3.9)	(\$4.2)	(\$4.3)	(\$3.9)	(\$4.2)	(\$5.1)	(\$5.0)	(\$5.6)	
30	Unusual or Infrequent Items - Credit (Acct. 645)	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
31	Unusual or Infrequent Items - Debit (Acct. 665)	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
32	Extraordinary Items (Acct. 680)	Alyeska Reports	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
33	Other Credits, Nontariff Revenue, and Misc. Revenue	Alyeska Reports	\$0.5	\$0.5	\$1.1	\$0.2	\$2.1	\$0.7	\$0.0	\$0.3	\$0.5	
34	Non-Distance Related Costs - Alyeska	Alyeska Reports	\$101.7	\$92.5	\$110.4	\$111.6	\$119.1	\$72.5	\$36.8	\$38.3	\$41.4	
35	Non-Distance Related Costs - Carrier-Direct	Carrier Records	\$37.6	\$30.1	\$28.2	\$24.5	\$7.2	\$15.9	\$13.5	\$14.0	\$16.5	
36	Non-Distance Related Costs - Total	Lns. (34 + 35)	\$139.3	\$122.6	\$138.6	\$136.1	\$126.3	\$88.5	\$50.2	\$52.3	\$57.9	\$0.0
37	CPI-U Inflation Rate (Annual Average)	Bureau of Labor Statistics	1.26%	2.13%	2.44%	1.81%	1.23%	4.70%	8.00%	4.12%	2.95%	

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

<b>TRANS ALASKA PIPELINE SYSTEM</b>		<b>Workpaper 1</b>										
<b>Inputs</b>		Calculation or Stipulated Amount Input Cell (actual)										
Line No.	Description	Source	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Operating Expense - For Max. Allowable Interstate Rate Cost of Service (\$ millions)</b>												
38	Ad Valorem Property Tax	Ad Val Assessment			\$160.0	\$160.0	\$160.0	\$160.0	\$160.0	\$160.5	\$160.5	\$160.8
39	Carrier Direct, Excl. Ad Valorem Tax - TAPS	Prior Ln. 24 [1/]			\$41.8	\$39.0	\$17.6	\$16.2	\$24.6	\$24.8	\$24.5	\$27.0
40	Alyeska Operating Expenses	Prior Ln. 25			\$467.0	\$489.4	\$473.7	\$454.5	\$482.4	\$486.7	\$503.5	\$512.3
41	Income Taxes on Imputed Management Fees	Prior Ln. 26			\$2.7	\$1.9	\$1.9	\$1.9	\$1.8	\$1.8	\$1.9	\$2.0
42	PBOP Earnings Credit	Workpaper 8, Prior Ln. 21			\$9.3	\$7.6	\$6.7	\$5.8	\$8.0	\$10.2	\$7.1	\$6.0
43	Other Credits, Nontariff Revenue, and Misc. Revenue	Prior Ln. 33			\$0.5	\$1.1	\$0.2	\$2.1	\$0.7	\$0.0	\$0.3	\$0.5
44	Non-Distance Related Costs - Total	Prior Ln. 36 [1/]			\$122.6	\$138.6	\$120.1	\$126.3	\$88.5	\$50.2	\$52.3	\$57.9
<b>Depreciation and Amortization Periods (Years)</b>												
45	Remaining Life for Depreciation (years)	Section II-6(c)	29	28	27	26	25	24	23	22	21	20
46	Amort. Year for Infrequent and Extraordinary Items	Section II-4(b)	5	5	5	5	5	5	5	5	5	5
<b>Tax Rates (%)</b>												
47	State Income Tax Rate	AK Stat.	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%
48	Federal Income Tax Rate	IRC	35.00%	35.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%
49	State Tax Depreciation Factor	Exhibit D	5.71%	10.78%	9.82%	9.21%	8.60%	7.98%	7.37%	6.75%	6.14%	5.53%
50	Federal Tax Depreciation Factor	Exhibit E	5.00%	9.50%	8.55%	7.70%	6.93%	6.23%	5.90%	5.90%	5.90%	5.90%
<b>Actual Throughput - For Net Carryover (Million Bbls)</b>												
51	GVEA Deliveries, Jan - Jun	Alyeska Reports	1.1	1.3	1.3	1.3	1.4	1.3	1.4	1.3	1.4	
52	GVEA Deliveries, Jul - Dec	Alyeska Reports	1.3	1.4	1.4	1.5	1.5	1.6	1.4	1.5	1.7	
53	GVEA Deliveries	Lns. (51 + 52)	2.4	2.7	2.7	2.8	3.0	2.9	2.8	2.8	3.1	-
54	Petrostar Deliveries, Jan - Jun	Alyeska Reports	2.4	2.6	2.6	2.9	2.7	2.8	2.8	3.0	2.6	
55	Petrostar Deliveries, Jul - Dec	Alyeska Reports	3.0	2.9	2.9	2.9	2.8	3.1	2.8	3.2	3.3	
56	Petrostar Deliveries	Lns. (54 + 55)	5.4	5.5	5.6	5.8	5.5	5.9	5.6	6.2	5.9	-
57	Valdez Intrastate Deliveries, Jan - Jun	Carrier Records	6.2	9.5	7.2	7.3	3.1	5.2	4.3	4.5	6.6	
58	Valdez Intrastate Deliveries, Jul - Dec	Carrier Records	9.7	9.2	8.2	5.4	4.1	5.5	4.6	5.4	4.9	
59	Valdez Intrastate Deliveries	Lns. (57 + 58)	15.9	18.7	15.4	12.8	7.3	10.6	8.9	9.9	11.5	-
60	Valdez Interstate Deliveries, Jan - Jun	Carrier Records	87.0	84.2	83.3	78.0	78.6	80.9	81.9	79.9	72.2	
61	Valdez Interstate Deliveries, Jul - Dec	Carrier Records	80.4	80.0	79.1	78.0	78.6	75.3	74.9	74.2	74.6	
62	Valdez Interstate Deliveries	Lns. (60 + 61)	167.3	164.2	162.4	155.9	157.3	156.2	156.8	154.1	146.8	-
63	Total Deliveries, Jan - Jun	Lns. (51 + 54 + 57 + 60)	96.7	97.6	94.4	89.5	85.9	90.2	90.3	88.7	82.8	-
64	Total Deliveries, Jul - Dec	Lns. (52 + 55 + 58 + 61)	94.4	93.6	91.7	87.8	87.1	85.3	83.8	84.3	84.4	-
65	Total Deliveries	Lns. (63 + 64)	191.0	191.2	186.1	177.4	173.0	175.6	174.1	173.0	167.2	-

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

<b>TRANS ALASKA PIPELINE SYSTEM</b>		Calculation or Stipulated Amount										<b>Workpaper 1</b>
<b>Inputs</b>		Input Cell (actual)										
Line No.	Description	Source	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Forecasted Throughput - For 2018-2019 and Subsequent MAR (Million Barrels)</b>												
66	GVEA Deliveries - Forecasted	Prior Ln. 53			2.7	2.7	2.8	3.0	2.9	2.8	2.8	3.1
67	Petrostar Deliveries - Forecasted	Prior Ln. 56			5.5	5.6	5.8	5.5	5.9	5.6	6.2	5.9
68	Valdez Intrastate Deliveries - Forecasted	Prior Ln. 59			18.7	15.4	12.8	7.3	10.6	8.9	9.9	11.5
69	Total Intrastate Deliveries - Forecasted	Sum Lns. (66 through 68)			27.0	23.7	21.4	15.8	19.4	17.3	18.9	20.4
70	Volume Change Prior Two Years	Change in Ln. 65			0.07%	-2.64%	-4.70%	-2.45%	1.46%	-0.82%	-0.63%	-3.35%
71	18-Month Multiplier	Section II-2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
72	Forecasted Volume Change (%) if < 15%	Lns. (70 * 71)			0.10%	-3.96%	-7.04%	-3.68%	2.19%	-1.23%	-0.95%	-5.03%
73	Valdez Interstate Deliveries - Forecasted	(Prior Ln. 65 * (1.0 + Ln. 72)) - Ln. 69			164.4	155.1	143.4	150.9	160.0	154.6	152.5	138.4
74	Total Deliveries	Lns. (69 + 73)			191.4	178.8	164.9	166.7	179.4	172.0	171.4	158.8
<b>Pipeline Distance (Miles)</b>												
75	GVEA	Input	469.06	469.06	469.06	469.06	469.06	469.06	469.06	469.06	469.06	469.06
76	Petrostar	Input	796.00	796.00	796.00	796.00	796.00	796.00	796.00	796.00	796.00	796.00
77	Valdez (Intrastate and Interstate)	Input	800.32	800.32	800.32	800.32	800.32	800.32	800.32	800.32	800.32	800.32
<b>Maximum Allowable Interstate Rate in Effect (\$ per Barrel)</b>												
78	Valdez Interstate (Jan - Jun)	Input After MAR in Effect			\$4.982	\$4.678	\$5.392	\$5.756	\$5.052	\$4.668	\$5.155	\$5.783
79	Valdez Interstate (Jul - Dec)	Input After MAR in Effect			\$4.678	\$5.392	\$5.756	\$5.052	\$4.668	\$5.155	\$5.783	

1/ 2020 amount excludes \$16.015 million.





**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

<b>TRANS ALASKA PIPELINE SYSTEM</b>		<b>Workpaper 1</b>										
<b>Inputs</b>		Calculation or Stipulated Amount										
Input Cell (actual)												
Line No.	Description	Source	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
<b>Forecasted Throughput - For 2018-2019 and Subsequent MAR (Million Barrels)</b>												
66	GVEA Deliveries - Forecasted	Prior Ln. 53	-	-	-	-	-	-	-	-	-	-
67	Petrostar Deliveries - Forecasted	Prior Ln. 56	-	-	-	-	-	-	-	-	-	-
68	Valdez Intrastate Deliveries - Forecasted	Prior Ln. 59	-	-	-	-	-	-	-	-	-	-
69	Total Intrastate Deliveries - Forecasted	Sum Lns. (66 through 68)	-	-	-	-	-	-	-	-	-	-
70	Volume Change Prior Two Years	Change in Ln. 65	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
71	18-Month Multiplier	Section II-2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
72	Forecasted Volume Change (%) if < 15%	Lns. (70 * 71)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
73	Valdez Interstate Deliveries - Forecasted	(Prior Ln. 65 * (1.0 + Ln. 72)) - Ln. 69	-	-	-	-	-	-	-	-	-	-
74	Total Deliveries	Lns. (69 + 73)	-	-	-	-	-	-	-	-	-	-
<b>Pipeline Distance (Miles)</b>												
75	GVEA	Input	469.06	469.06	469.06	469.06	469.06	469.06	469.06	469.06	469.06	469.06
76	Petrostar	Input	796.00	796.00	796.00	796.00	796.00	796.00	796.00	796.00	796.00	796.00
77	Valdez (Intrastate and Interstate)	Input	800.32	800.32	800.32	800.32	800.32	800.32	800.32	800.32	800.32	800.32
<b>Maximum Allowable Interstate Rate in Effect (\$ per Barrel)</b>												
78	Valdez Interstate (Jan - Jun)	Input After MAR in Effect										
79	Valdez Interstate (Jul - Dec)	Input After MAR in Effect										
1/ 2020 amount excludes \$16.015 million.												





**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

<b>TRANS ALASKA PIPELINE SYSTEM</b>		<b>Worksheet 1</b>									
<b>Inputs</b>		Calculation or Stipulated Amount Input Cell (actual)									
Line No.	Description	Source	2036	2037	2038	2039	2040	2041	2042	2043	2044
<b>Forecasted Throughput - For 2018-2019 and Subsequent MAR (Million Barrels)</b>											
66	GVEA Deliveries - Forecasted	Prior Ln. 53	-	-	-	-	-	-	-	-	-
67	Petrostar Deliveries - Forecasted	Prior Ln. 56	-	-	-	-	-	-	-	-	-
68	Valdez Intrastate Deliveries - Forecasted	Prior Ln. 59	-	-	-	-	-	-	-	-	-
69	Total Intrastate Deliveries - Forecasted	Sum Lns. (66 through 68)	-	-	-	-	-	-	-	-	-
70	Volume Change Prior Two Years	Change in Ln. 65	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
71	18-Month Multiplier	Section II-2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
72	Forecasted Volume Change (%) if < 15%	Lns. (70 * 71)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
73	Valdez Interstate Deliveries - Forecasted	(Prior Ln. 65 * (1.0 + Ln. 72)) - Ln. 69	-	-	-	-	-	-	-	-	-
74	Total Deliveries	Lns. (69 + 73)	-	-	-	-	-	-	-	-	-
<b>Pipeline Distance (Miles)</b>											
75	GVEA	Input	469.06	469.06	469.06	469.06	469.06	469.06	469.06	469.06	469.06
76	Petrostar	Input	796.00	796.00	796.00	796.00	796.00	796.00	796.00	796.00	796.00
77	Valdez (Intrastate and Interstate)	Input	800.32	800.32	800.32	800.32	800.32	800.32	800.32	800.32	800.32
<b>Maximum Allowable Interstate Rate in Effect (\$ per Barrel)</b>											
78	Valdez Interstate (Jan - Jun)	Input After MAR in Effect									
79	Valdez Interstate (Jul - Dec)	Input After MAR in Effect									

1/ 2020 amount excludes \$16.015 million.

**TRANS ALASKA PIPELINE SYSTEM**  
**Stipulated Amounts**  
(\$ millions)

Workpaper 2

Line	Data Element		Time Period	Amount	Reference in Settlement	
1	Carrier Property	CWIP	December 31, 2015 Balance	\$169.877	II-7	
2		Carrier Property in Service	December 31, 2015 Balance	\$9,035.029	II-7	
3		Land	December 31, 2015 Balance	\$18.245	II-7	
4		Accumulated Depreciation	December 31, 2015 Balance	\$8,082.052	II-6	
5	AFUDC	Equity AFUDC Base	December 31, 2015 Balance	\$33.964	II-9	
6		Long Term Debt AFUDC Base	December 31, 2015 Balance	\$15.254	II-8	
7		Net Equity AFUDC Balance	December 31, 2015 Balance	\$111.354	II-9	
8		Net Long Term Debt AFUDC Balance	December 31, 2015 Balance	\$61.028	II-8	
9	DR	Net Deferred Return Balance	December 31, 2015 Balance	\$173.417	II-19	
10	ADIT	State ADIT Balance	December 31, 2015 Balance	\$31.385	II-14	
11		Federal ADIT Balance	December 31, 2015 Balance	\$127.502	II-14	
12		Excess Tax Reserve Balance	December 31, 2015 Balance	\$4.945	II-14	
13	Tax Depreciation	Pre-2016 Federal Tax Depreciation 1/	2016 Amount	\$78.086	Exhibit C	
14			2017 Amount	\$70.712	Exhibit C	
15			2018 Amount	\$63.386	Exhibit C	
16			2019 Amount	\$57.550	Exhibit C	
17			2020 Amount	\$53.815	Exhibit C	
18			2021 Amount	\$51.321	Exhibit C	
19			2022 Amount	\$50.135	Exhibit C	
20			2023 Amount	\$46.644	Exhibit C	
21			2024 Amount	\$41.781	Exhibit C	
22			2025 Amount	\$37.769	Exhibit C	
23			2026 Amount	\$33.245	Exhibit C	
24			2027 Amount	\$26.696	Exhibit C	
25			2028 Amount	\$19.615	Exhibit C	
26			2029 Amount	\$13.830	Exhibit C	
27			2030 Amount	\$5.518	Exhibit C	
28			Pre-2016 State Tax Depreciation 1/	2016 Amount	\$83.452	Exhibit B
29				2017 Amount	\$75.155	Exhibit B
30				2018 Amount	\$67.985	Exhibit B
31				2019 Amount	\$61.150	Exhibit B
32				2020 Amount	\$54.540	Exhibit B
33	2021 Amount	\$48.166		Exhibit B		
34	2022 Amount	\$42.323		Exhibit B		
35	2023 Amount	\$36.658		Exhibit B		
36	2024 Amount	\$31.258		Exhibit B		
37	2025 Amount	\$25.985		Exhibit B		
38	2026 Amount	\$20.831		Exhibit B		
39	2027 Amount	\$16.284		Exhibit B		
40	2028 Amount	\$12.141		Exhibit B		
41	2029 Amount	\$8.429		Exhibit B		
42	2030 Amount	\$5.227		Exhibit B		
43	2031 Amount	\$2.876		Exhibit B		
44	2032 Amount	\$1.147		Exhibit B		
45	Working Capital		2015 Amount	\$65.630	II-10	
46	PBOP	Adjustment Brought Forward	December 31, 2015 Balance	\$0.000	II-4	
47		Cumulative Net PBOP Accrual	December 31, 2015 Balance	\$111.546	II-4	
48		Cumulative Tax Effect of Net PBOP Accrual	December 31, 2015 Balance	\$45.857	II-4	
49	Dep	Depreciable End Life (2044 EOY = 2045.00)	2016 and After	2045.00	II-6	
50	SR	Net Allowed SR Project Costs	December 31, 2015 Balance	\$253.277	II-18	

1/ Amounts for subsequent years are fully depreciated.

**TRANS ALASKA PIPELINE SYSTEM  
Depreciation Factors**

Line No.	Description	Source	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
1	Remaining Life for Depreciation	Workpaper 1, Ln. 45	29.00	28.00	27.00	26.00	25.00	24.00	23.00	22.00	21.00	20.00
2	Depreciation Factor	1.0 / Ln. 1 [max. 100%]	3.4483%	3.5714%	3.7037%	3.8462%	4.0000%	4.1667%	4.3478%	4.5455%	4.7619%	5.0000%

**TRANS ALASKA PIPELINE SYSTEM  
Depreciation Factors**

Line No.	Description	Source	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>
1	Remaining Life for Depreciation	Workpaper 1, Ln. 45	19.00	18.00	17.00	16.00	15.00	14.00	13.00	12.00	11.00	10.00
2	Depreciation Factor	1.0 / Ln. 1 [max. 100%]	5.2632%	5.5556%	5.8824%	6.2500%	6.6667%	7.1429%	7.6923%	8.3333%	9.0909%	10.0000%

**TRANS ALASKA PIPELINE SYSTEM  
Depreciation Factors**

Line No.	Description	Source	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>2041</u>	<u>2042</u>	<u>2043</u>	<u>2044</u>
1	Remaining Life for Depreciation	Workpaper 1, Ln. 45	9.00	8.00	7.00	6.00	5.00	4.00	3.00	2.00	1.00
2	Depreciation Factor	1.0 / Ln. 1 [max. 100%]	11.1111%	12.5000%	14.2857%	16.6667%	20.0000%	25.0000%	33.3333%	50.0000%	100.0000%

**TRANS ALASKA PIPELINE SYSTEM**  
**Carrier Property in Service and Depreciation**  
**(\$ millions)**

**Workpaper 4**  
**Page 1 of 4**

Line No.	Description	Source	2015	2016	2017	2018	2019	2020	2021	2022
1	Carrier Property in Service, BOY	Prior Ln. 5		\$9,035.0	\$9,112.5	\$9,154.3	\$9,271.3	\$9,344.5	\$9,385.6	\$9,411.0
2	Additions to Carrier Property in Service	Workpaper 1, Ln.11		\$166.3	\$105.8	\$151.2	\$110.4	\$81.3	\$54.1	\$42.4
3	Retirements of Carrier Property in Service	Workpaper 1, Ln.12		(\$88.8)	(\$64.0)	(\$34.2)	(\$37.1)	(\$40.2)	(\$28.7)	(\$85.8)
4	Adjustments to Carrier Property in Service	Workpaper 1, Ln.13		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
5	Carrier Property in Service, EOY	Lns. (1 + 2 + 3 + 4) 1/	\$9,035.0	\$9,112.5	\$9,154.3	\$9,271.3	\$9,344.5	\$9,385.6	\$9,411.0	\$9,367.6
6	Land, BOY	Prior Ln. 10		\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2
7	Additions of Land	Workpaper 1, Ln.14		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8	Retirements of Land	Workpaper 1, Ln.15		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
9	Adjustments to Land	Workpaper 1, Ln.16		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
10	Land, EOY	Lns. (6 + 7 + 8 + 9) 2/	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2
11	Depreciable Carrier Property in Service EOY	Ln. (5 - 10)	\$9,016.8	\$9,094.2	\$9,136.1	\$9,253.1	\$9,326.3	\$9,367.4	\$9,392.7	\$9,349.3
12	Depreciation Base - Calendar Year	Lns. ((11+Prior 11)/2.0-Prior 18)		\$973.5	\$1,089.6	\$1,193.9	\$1,277.9	\$1,322.4	\$1,341.9	\$1,305.6
13	Depreciation Factor	Workpaper 3, Ln. 2		3.4483%	3.5714%	3.7037%	3.8462%	4.0000%	4.1667%	4.3478%
14	Accumulated Depreciation, BOY	Prior Ln. 18		\$8,082.1	\$8,025.6	\$8,000.7	\$8,011.8	\$8,024.4	\$8,038.1	\$8,065.4
15	Depreciation Expense - Calendar Year	Lns. (12 * 13)		\$33.6	\$38.9	\$44.2	\$49.2	\$52.9	\$55.9	\$56.8
16	Depreciation - Retirements	Workpaper 1, Ln.17		(\$90.1)	(\$63.7)	(\$33.2)	(\$36.5)	(\$39.2)	(\$28.6)	(\$85.3)
17	Depreciation - Adjustments	Workpaper 1, Ln.18		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
18	Accumulated Depreciation, EOY	Lns. (14 + 15 + 16 + 17) 3/	\$8,082.1	\$8,025.6	\$8,000.7	\$8,011.8	\$8,024.4	\$8,038.1	\$8,065.4	\$8,036.9
19	Net Depreciable Carrier Property in Service, EOY	Lns. (11 - 18)	\$934.7	\$1,068.7	\$1,135.4	\$1,241.3	\$1,301.9	\$1,329.2	\$1,327.3	\$1,312.4
									2021 -	2022 -
									<u>2022</u>	<u>2023</u>
20	Depreciation Expense for Forward-Looking Rates	Prior Ln. 19 * Ln. 13							\$55.4	\$57.7

1/ 2015 amount based on Workpaper 2, Ln. 2  
2/ 2015 amount based on Workpaper 2, Ln. 3  
3/ 2015 amount based on Workpaper 2, Ln. 4

**TRANS ALASKA PIPELINE SYSTEM  
Carrier Property in Service and Depreciation  
(\$ millions)**

Line No. Description	Source	2023	2024	2025	2026	2027	2028	2029	2030
1 Carrier Property in Service, BOY	Prior Ln. 5	\$9,367.6	\$9,426.3	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9
2 Additions to Carrier Property in Service	Workpaper 1, Ln.11	\$85.4	\$52.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3 Retirements of Carrier Property in Service	Workpaper 1, Ln.12	(\$26.7)	(\$85.5)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
4 Adjustments to Carrier Property in Service	Workpaper 1, Ln.13	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
5 Carrier Property in Service, EOY	Lns. (1 + 2 + 3 + 4) 1/	\$9,426.3	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9
6 Land, BOY	Prior Ln. 10	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2
7 Additions of Land	Workpaper 1, Ln.14	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8 Retirements of Land	Workpaper 1, Ln.15	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
9 Adjustments to Land	Workpaper 1, Ln.16	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
10 Land, EOY	Lns. (6 + 7 + 8 + 9) 2/	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2
11 Depreciable Carrier Property in Service EOY	Ln. (5 - 10)	\$9,408.0	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6
12 Depreciation Base - Calendar Year	Lns. ((11+Prior 11)/2.0-Prior 18)	\$1,341.8	\$1,319.8	\$1,325.4	\$1,259.2	\$1,192.9	\$1,126.6	\$1,060.3	\$994.1
13 Depreciation Factor	Workpaper 3, Ln. 2	4.5455%	4.7619%	5.0000%	5.2632%	5.5556%	5.8824%	6.2500%	6.6667%
14 Accumulated Depreciation, BOY	Prior Ln. 18	\$8,036.9	\$8,071.5	\$8,049.2	\$8,115.5	\$8,181.8	\$8,248.0	\$8,314.3	\$8,380.6
15 Depreciation Expense - Calendar Year	Lns. (12 * 13)	\$61.0	\$62.8	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3
16 Depreciation - Retirements	Workpaper 1, Ln.17	(\$26.4)	(\$85.2)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17 Depreciation - Adjustments	Workpaper 1, Ln.18	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
18 Accumulated Depreciation, EOY	Lns. (14 + 15 + 16 + 17) 3/	\$8,071.5	\$8,049.2	\$8,115.5	\$8,181.8	\$8,248.0	\$8,314.3	\$8,380.6	\$8,446.8
19 Net Depreciable Carrier Property in Service, EOY	Lns. (11 - 18)	\$1,336.5	\$1,325.4	\$1,259.2	\$1,192.9	\$1,126.6	\$1,060.3	\$994.1	\$927.8
		2023 -	2024 -	2025 -	2026 -	2027 -	2028 -	2029 -	2030 -
<b>For Forward-Looking Maximum Allowable Interstate Rates</b>		<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
20 Depreciation Expense for Forward-Looking Rates	Prior Ln. 19 * Ln. 13	\$59.7	\$63.6	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3

1/ 2015 amount based on Workpaper 2, Ln. 2  
2/ 2015 amount based on Workpaper 2, Ln. 3  
3/ 2015 amount based on Workpaper 2, Ln. 4

**TRANS ALASKA PIPELINE SYSTEM**  
**Carrier Property in Service and Depreciation**  
**(\$ millions)**

Line No.	Description	Source	2031	2032	2033	2034	2035	2036	2037	2038
1	Carrier Property in Service, BOY	Prior Ln. 5	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9
2	Additions to Carrier Property in Service	Workpaper 1, Ln.11	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3	Retirements of Carrier Property in Service	Workpaper 1, Ln.12	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
4	Adjustments to Carrier Property in Service	Workpaper 1, Ln.13	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
5	Carrier Property in Service, EOY	Lns. (1 + 2 + 3 + 4) 1/	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9
6	Land, BOY	Prior Ln. 10	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2
7	Additions of Land	Workpaper 1, Ln.14	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8	Retirements of Land	Workpaper 1, Ln.15	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
9	Adjustments to Land	Workpaper 1, Ln.16	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
10	Land, EOY	Lns. (6 + 7 + 8 + 9) 2/	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2
11	Depreciable Carrier Property in Service EOY	Ln. (5 - 10)	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6
12	Depreciation Base - Calendar Year	Lns. ((11+Prior 11)/2.0-Prior 18)	\$927.8	\$861.5	\$795.3	\$729.0	\$662.7	\$596.4	\$530.2	\$463.9
13	Depreciation Factor	Workpaper 3, Ln. 2	7.1429%	7.6923%	8.3333%	9.0909%	10.0000%	11.1111%	12.5000%	14.2857%
14	Accumulated Depreciation, BOY	Prior Ln. 18	\$8,446.8	\$8,513.1	\$8,579.4	\$8,645.7	\$8,711.9	\$8,778.2	\$8,844.5	\$8,910.7
15	Depreciation Expense - Calendar Year	Lns. (12 * 13)	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3
16	Depreciation - Retirements	Workpaper 1, Ln.17	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17	Depreciation - Adjustments	Workpaper 1, Ln.18	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
18	Accumulated Depreciation, EOY	Lns. (14 + 15 + 16 + 17) 3/	\$8,513.1	\$8,579.4	\$8,645.7	\$8,711.9	\$8,778.2	\$8,844.5	\$8,910.7	\$8,977.0
19	Net Depreciable Carrier Property in Service, EOY	Lns. (11 - 18)	\$861.5	\$795.3	\$729.0	\$662.7	\$596.4	\$530.2	\$463.9	\$397.6
			2031 -	2032 -	2033 -	2034 -	2035 -	2036 -	2037 -	2038 -
<b>For Forward-Looking Maximum Allowable Interstate Rates</b>			<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
20	Depreciation Expense for Forward-Looking Rates	Prior Ln. 19 * Ln. 13	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3

1/ 2015 amount based on Workpaper 2, Ln. 2  
2/ 2015 amount based on Workpaper 2, Ln. 3  
3/ 2015 amount based on Workpaper 2, Ln. 4

**TRANS ALASKA PIPELINE SYSTEM**  
**Carrier Property in Service and Depreciation**  
**(\$ millions)**

Workpaper 4  
Page 4 of 4

Line No. Description	Source	<u>2039</u>	<u>2040</u>	<u>2041</u>	<u>2042</u>	<u>2043</u>	<u>2044</u>
1 Carrier Property in Service, BOY	Prior Ln. 5	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9
2 Additions to Carrier Property in Service	Workpaper 1, Ln.11	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3 Retirements of Carrier Property in Service	Workpaper 1, Ln.12	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
4 Adjustments to Carrier Property in Service	Workpaper 1, Ln.13	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
5 Carrier Property in Service, EOY	Lns. (1 + 2 + 3 + 4) 1/	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9	\$9,392.9
6 Land, BOY	Prior Ln. 10	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2
7 Additions of Land	Workpaper 1, Ln.14	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8 Retirements of Land	Workpaper 1, Ln.15	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
9 Adjustments to Land	Workpaper 1, Ln.16	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
10 Land, EOY	Lns. (6 + 7 + 8 + 9) 2/	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2	\$18.2
11 Depreciable Carrier Property in Service EOY	Ln. (5 - 10)	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6	\$9,374.6
12 Depreciation Base - Calendar Year	Lns. ((11+Prior 11)/2.0-Prior 18)	\$397.6	\$331.4	\$265.1	\$198.8	\$132.5	\$66.3
13 Depreciation Factor	Workpaper 3, Ln. 2	16.6667%	20.0000%	25.0000%	33.3333%	50.0000%	100.0000%
14 Accumulated Depreciation, BOY	Prior Ln. 18	\$8,977.0	\$9,043.3	\$9,109.5	\$9,175.8	\$9,242.1	\$9,308.4
15 Depreciation Expense - Calendar Year	Lns. (12 * 13)	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3
16 Depreciation - Retirements	Workpaper 1, Ln.17	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17 Depreciation - Adjustments	Workpaper 1, Ln.18	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
18 Accumulated Depreciation, EOY	Lns. (14 + 15 + 16 + 17) 3/	\$9,043.3	\$9,109.5	\$9,175.8	\$9,242.1	\$9,308.4	\$9,374.6
19 Net Depreciable Carrier Property in Service, EOY	Lns. (11 - 18)	\$331.4	\$265.1	\$198.8	\$132.5	\$66.3	\$0.0
		<u>2039 -</u>	<u>2040 -</u>	<u>2041 -</u>	<u>2042 -</u>	<u>2043 -</u>	<u>2044 -</u>
		<u>2040</u>	<u>2041</u>	<u>2042</u>	<u>2043</u>	<u>2044</u>	<u>2045</u>
		<b>For Forward-Looking Maximum Allowable Interstate Rates</b>					
20 Depreciation Expense for Forward-Looking Rates	Prior Ln. 19 * Ln. 13	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3

1/ 2015 amount based on Workpaper 2, Ln. 2  
2/ 2015 amount based on Workpaper 2, Ln. 3  
3/ 2015 amount based on Workpaper 2, Ln. 4

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

**TRANS ALASKA PIPELINE SYSTEM  
ADIT  
(\$ millions)**

**Workpaper 5  
Page 1 of 4**

Line No.	Description	Source	2015	2016	2017	2018	2019	2020	2021	2022	2023
1	Regulatory Depreciation	Workpaper 4, Ln. 15		\$33.6	\$38.9	\$44.2	\$49.2	\$52.9	\$55.9	\$56.8	\$61.0
2	Long Term Debt AFUDC Amortization	Statement 8, Ln. 8		\$2.3	\$2.6	\$2.8	\$3.1	\$3.2	\$3.3	\$3.4	\$3.4
3	Regulatory Depreciation Incl. Amort. of LT Debt AFUDC	Lns. (1 + 2)		\$35.9	\$41.5	\$47.0	\$52.2	\$56.1	\$59.2	\$60.1	\$64.4
4	State Tax Depreciation	Workpaper 7, Ln. 32		\$93.6	\$100.6	\$106.4	\$112.1	\$112.8	\$110.0	\$105.2	\$102.3
5	State Tax Timing Difference	Lns. (4 - 3)		\$57.7	\$59.1	\$59.4	\$59.9	\$56.7	\$50.8	\$45.1	\$37.9
6	State Income Tax Rate	Workpaper 1, Ln.47		9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%
7	Tax Effect of State Timing Difference	Lns. (5 * 6)		\$5.4	\$5.6	\$5.6	\$5.6	\$5.3	\$4.8	\$4.2	\$3.6
8	State ADIT	Lns. (7 + Prior 8) 1/	\$31.4	\$36.8	\$42.4	\$47.9	\$53.6	\$58.9	\$63.7	\$67.9	\$71.5
9	Regulatory Depreciation Incl. Amort. of LT Debt AFUDC	Ln. 3		\$35.9	\$41.5	\$47.0	\$52.2	\$56.1	\$59.2	\$60.1	\$64.4
10	Federal Tax Depreciation	Workpaper 6, Ln.32		\$86.9	\$93.1	\$97.0	\$101.5	\$103.3	\$102.9	\$102.0	\$101.3
11	Tax Effect of State Timing Difference	Ln. 7		\$5.4	\$5.6	\$5.6	\$5.6	\$5.3	\$4.8	\$4.2	\$3.6
12	Federal Tax Timing Difference	Lns (10 - 9 - 11)		\$45.7	\$46.0	\$44.4	\$43.7	\$41.9	\$38.9	\$37.7	\$33.3
13	Federal Income Tax Rate	Workpaper 1, Ln. 48		35.00%	35.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%
14	Tax Effect of Federal Timing Difference	Lns. (12 * 13)		\$16.0	\$16.1	\$9.3	\$9.2	\$8.8	\$8.2	\$7.9	\$7.0
15	Excess Tax Reserve Adjustment	Cum. Ln 12 * Change Ln 13		\$0.0	\$0.0	\$12.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	Depreciation Factor	Workpaper 3, Ln. 2		3.4483%	3.5714%	3.7037%	3.8462%	4.0000%	4.1667%	4.3478%	4.5455%
17	Amortization of Excess Tax Reserve	Lns. ((Prior 18 + (15 / 2.0)) * 16)		\$0.2	\$0.2	\$0.4	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7
18	Net Excess Tax Reserve Balance	Prior Ln. 18 - Prior Ln. 17 2/	\$4.9	\$4.8	\$4.6	\$17.0	\$16.4	\$15.7	\$15.1	\$14.4	\$13.8
19	Federal ADIT	Lns. (Prior 19 + 14 - 17) 3/	\$127.5	\$143.3	\$159.3	\$168.2	\$176.7	\$184.8	\$192.4	\$199.6	\$205.9
20	Total State and Federal ADIT	Lns. (8 + 19)	\$158.9	\$180.1	\$201.6	\$216.1	\$230.3	\$243.8	\$256.0	\$267.5	\$277.4
									2021 -	2022 -	2023 -
<b>For Forward-Looking Maximum Allowable Interstate Rates</b>									<u>2022</u>	<u>2023</u>	<u>2024</u>
21	Amort. of Excess Tax Reserve for Forward-Looking Rate	Lns. (Prior 18 * 16)							\$0.7	\$0.7	\$0.7

1/ 2015 amount based on Workpaper 2, Ln. 10  
2/ 2015 amount based on Workpaper 2, Ln. 12  
3/ 2015 amount based on Workpaper 2, Ln. 11

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

**TRANS ALASKA PIPELINE SYSTEM  
ADIT  
(\$ millions)**

**Workpaper 5  
Page 2 of 4**

Line No.	Description	Source	2024	2025	2026	2027	2028	2029	2030	2031	2032
1	Regulatory Depreciation	Workpaper 4, Ln. 15	\$62.8	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3
2	Long Term Debt AFUDC Amortization	Statement 8, Ln. 8	\$3.5	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6
3	Regulatory Depreciation Incl. Amort. of LT Debt AFUDC	Lns. (1 + 2)	\$66.4	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8
4	State Tax Depreciation	Workpaper 7, Ln. 32	\$99.7	\$91.7	\$80.9	\$70.9	\$61.3	\$52.2	\$43.5	\$35.7	\$28.6
5	State Tax Timing Difference	Lns. (4 - 3)	\$33.3	\$21.9	\$11.1	\$1.1	(\$8.5)	(\$17.6)	(\$26.3)	(\$34.1)	(\$41.3)
6	State Income Tax Rate	Workpaper 1, Ln.47	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%
7	Tax Effect of State Timing Difference	Lns. (5 * 6)	\$3.1	\$2.1	\$1.0	\$0.1	(\$0.8)	(\$1.7)	(\$2.5)	(\$3.2)	(\$3.9)
8	State ADIT	Lns. (7 + Prior 8) 1/	\$74.6	\$76.7	\$77.7	\$77.8	\$77.0	\$75.4	\$72.9	\$69.7	\$65.8
9	Regulatory Depreciation Incl. Amort. of LT Debt AFUDC	Ln. 3	\$66.4	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8
10	Federal Tax Depreciation	Workpaper 6, Ln.32	\$100.2	\$96.0	\$89.2	\$81.1	\$72.8	\$66.4	\$57.9	\$47.1	\$38.6
11	Tax Effect of State Timing Difference	Ln. 7	\$3.1	\$2.1	\$1.0	\$0.1	(\$0.8)	(\$1.7)	(\$2.5)	(\$3.2)	(\$3.9)
12	Federal Tax Timing Difference	Lns (10 - 9 - 11)	\$30.7	\$24.1	\$18.3	\$11.1	\$3.8	(\$1.8)	(\$9.5)	(\$19.5)	(\$27.3)
13	Federal Income Tax Rate	Workpaper 1, Ln. 48	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%
14	Tax Effect of Federal Timing Difference	Lns. (12 * 13)	\$6.4	\$5.1	\$3.9	\$2.3	\$0.8	(\$0.4)	(\$2.0)	(\$4.1)	(\$5.7)
15	Excess Tax Reserve Adjustment	Cum. Ln 12 * Change Ln 13	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	Depreciation Factor	Workpaper 3, Ln. 2	4.7619%	5.0000%	5.2632%	5.5556%	5.8824%	6.2500%	6.6667%	7.1429%	7.6923%
17	Amortization of Excess Tax Reserve	Lns. ((Prior 18 + (15 / 2.0)) * 16)	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7
18	Net Excess Tax Reserve Balance	Prior Ln. 18 - Prior Ln. 17 2/	\$13.1	\$12.4	\$11.8	\$11.1	\$10.5	\$9.8	\$9.2	\$8.5	\$7.9
19	Federal ADIT	Lns. (Prior 19 + 14 - 17) 3/	\$211.7	\$216.1	\$219.3	\$221.0	\$221.2	\$220.1	\$217.5	\$212.7	\$206.3
20	Total State and Federal ADIT	Lns. (8 + 19)	\$286.4	\$292.8	\$297.1	\$298.8	\$298.2	\$295.5	\$290.4	\$282.4	\$272.2
			2024 - <u>2025</u>	2025 - <u>2026</u>	2026 - <u>2027</u>	2027 - <u>2028</u>	2028 - <u>2029</u>	2029 - <u>2030</u>	2030 - <u>2031</u>	2031 - <u>2032</u>	2032 - <u>2033</u>
	<b>For Forward-Looking Maximum Allowable Interstate Rates</b>										
21	Amort. of Excess Tax Reserve for Forward-Looking Rate	Lns. (Prior 18 * 16)	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7

1/ 2015 amount based on Workpaper 2, Ln. 10  
2/ 2015 amount based on Workpaper 2, Ln. 12  
3/ 2015 amount based on Workpaper 2, Ln. 11

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

**TRANS ALASKA PIPELINE SYSTEM  
ADIT  
(\$ millions)**

**Workpaper 5  
Page 3 of 4**

Line No.	Description	Source	2033	2034	2035	2036	2037	2038	2039	2040	2041
1	Regulatory Depreciation	Workpaper 4, Ln. 15	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3	\$66.3
2	Long Term Debt AFUDC Amortization	Statement 8, Ln. 8	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6
3	Regulatory Depreciation Incl. Amort. of LT Debt AFUDC	Lns. (1 + 2)	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8
4	State Tax Depreciation	Workpaper 7, Ln. 32	\$22.0	\$16.5	\$12.2	\$8.5	\$5.8	\$3.8	\$2.3	\$1.2	\$0.3
5	State Tax Timing Difference	Lns. (4 - 3)	(\$47.9)	(\$53.3)	(\$57.7)	(\$61.3)	(\$64.0)	(\$66.0)	(\$67.5)	(\$68.6)	(\$69.5)
6	State Income Tax Rate	Workpaper 1, Ln.47	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%
7	Tax Effect of State Timing Difference	Lns. (5 * 6)	(\$4.5)	(\$5.0)	(\$5.4)	(\$5.8)	(\$6.0)	(\$6.2)	(\$6.3)	(\$6.5)	(\$6.5)
8	State ADIT	Lns. (7 + Prior 8) 1/	\$61.3	\$56.3	\$50.9	\$45.1	\$39.1	\$32.9	\$26.5	\$20.1	\$13.6
9	Regulatory Depreciation Incl. Amort. of LT Debt AFUDC	Ln. 3	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8	\$69.8
10	Federal Tax Depreciation	Workpaper 6, Ln.32	\$30.6	\$22.6	\$16.7	\$12.6	\$9.6	\$5.8	\$1.6	\$0.0	\$0.0
11	Tax Effect of State Timing Difference	Ln. 7	(\$4.5)	(\$5.0)	(\$5.4)	(\$5.8)	(\$6.0)	(\$6.2)	(\$6.3)	(\$6.5)	(\$6.5)
12	Federal Tax Timing Difference	Lns (10 - 9 - 11)	(\$34.7)	(\$42.3)	(\$47.7)	(\$51.5)	(\$54.2)	(\$57.9)	(\$61.9)	(\$63.4)	(\$63.3)
13	Federal Income Tax Rate	Workpaper 1, Ln. 48	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%
14	Tax Effect of Federal Timing Difference	Lns. (12 * 13)	(\$7.3)	(\$8.9)	(\$10.0)	(\$10.8)	(\$11.4)	(\$12.2)	(\$13.0)	(\$13.3)	(\$13.3)
15	Excess Tax Reserve Adjustment	Cum. Ln 12 * Change Ln 13	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	Depreciation Factor	Workpaper 3, Ln. 2	8.3333%	9.0909%	10.0000%	11.1111%	12.5000%	14.2857%	16.6667%	20.0000%	25.0000%
17	Amortization of Excess Tax Reserve	Lns. ((Prior 18 + (15 / 2.0)) * 16)	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7
18	Net Excess Tax Reserve Balance	Prior Ln. 18 - Prior Ln. 17 2/	\$7.2	\$6.6	\$5.9	\$5.2	\$4.6	\$3.9	\$3.3	\$2.6	\$2.0
19	Federal ADIT	Lns. (Prior 19 + 14 - 17) 3/	\$198.4	\$188.9	\$178.2	\$166.7	\$154.7	\$141.9	\$128.2	\$114.3	\$100.3
20	Total State and Federal ADIT	Lns. (8 + 19)	\$259.7	\$245.2	\$229.1	\$211.8	\$193.8	\$174.8	\$154.8	\$134.4	\$113.9
			2033 - 2034	2034 - 2035	2035 - 2036	2036 - 2037	2037 - 2038	2038 - 2039	2039 - 2040	2040 - 2041	2041 - 2042
	<b>For Forward-Looking Maximum Allowable Interstate Rates</b>										
21	Amort. of Excess Tax Reserve for Forward-Looking Rate	Lns. (Prior 18 * 16)	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7

1/ 2015 amount based on Workpaper 2, Ln. 10  
2/ 2015 amount based on Workpaper 2, Ln. 12  
3/ 2015 amount based on Workpaper 2, Ln. 11



**TRANS ALASKA PIPELINE SYSTEM**  
**Federal Tax Depreciation**  
(\$ millions)

Workpaper 6

Line No.	Description	Year	1	2	3	4	5	6	7	8	9	10	11
			<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>
1	Federal Tax Dep. Factor (source: Workpaper 1, Ln. 50)		5.00%	9.50%	8.55%	7.70%	6.93%	6.23%	5.90%	5.90%	5.90%	5.90%	5.90%
		Year											
		Carrier Property Additions (a)											
		LT Debt AFUDC Additions (b)											
		Federal Tax Depreciation Base (c)											
		(a) + (b)											
		Workpaper 4, Lns. (2 - 7)											
		Statement 7, Ln. 16											
2	Pre-2016 1/		\$78.1	\$70.7	\$63.4	\$57.6	\$53.8	\$51.3	\$50.1	\$46.6	\$41.8	\$37.8	\$33.2
3	2016	\$166.3	\$8.9	\$16.8	\$15.1	\$13.6	\$12.3	\$11.0	\$10.5	\$10.5	\$10.5	\$10.5	\$10.5
4	2017	\$105.8		\$5.6	\$10.5	\$9.5	\$8.5	\$7.7	\$6.9	\$6.6	\$6.6	\$6.6	\$6.6
5	2018	\$151.2			\$8.0	\$15.1	\$13.6	\$12.3	\$11.0	\$9.9	\$9.4	\$9.4	\$9.4
6	2019	\$110.4				\$5.7	\$10.9	\$9.8	\$8.8	\$8.0	\$7.2	\$6.8	\$6.8
7	2020	\$81.3					\$4.2	\$8.0	\$7.2	\$6.5	\$5.8	\$5.2	\$5.0
8	2021	\$54.1						\$2.8	\$5.3	\$4.8	\$4.3	\$3.9	\$3.5
9	2022	\$42.4							\$2.2	\$4.1	\$3.7	\$3.3	\$3.0
10	2023	\$85.4								\$4.4	\$8.3	\$7.5	\$6.8
11	2024	\$52.1									\$2.7	\$5.1	\$4.6
12	2025	\$0.0										\$0.0	\$0.0
13	2026	\$0.0											\$0.0
14	2027	\$0.0											
15	2028	\$0.0											
16	2029	\$0.0											
17	2030	\$0.0											
18	2031	\$0.0											
19	2032	\$0.0											
20	2033	\$0.0											
21	2034	\$0.0											
22	2035	\$0.0											
23	2036	\$0.0											
24	2037	\$0.0											
25	2038	\$0.0											
26	2039	\$0.0											
27	2040	\$0.0											
28	2041	\$0.0											
29	2042	\$0.0											
30	2043	\$0.0											
31	2044	\$0.0											
32	Federal Tax Depreciation		\$86.9	\$93.1	\$97.0	\$101.5	\$103.3	\$102.9	\$102.0	\$101.3	\$100.2	\$96.0	\$89.2

1/ Pre-2016 amounts based on Workpaper 2, Lns. 13 to 27

**TRANS ALASKA PIPELINE SYSTEM**  
**Federal Tax Depreciation**  
(\$ millions)

Workpaper 6

Line No.	Description	Year	12	13	14	15	16	17	18	19	20	21	22
			<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>
1	Federal Tax Dep. Factor (source: Workpaper 1, Ln. 50)		5.90%	5.90%	5.90%	5.90%	2.95%						
		Year	Carrier Property Additions (a)	LT Debt AFUDC Additions (b)	Federal Tax Depreciation Base (c)								
			Workpaper 4, Lns. (2 - 7)	Statement 7, Ln. 16	(a) + (b)								
2	Pre-2016 1/		\$26.7	\$19.6	\$13.8	\$5.5							
3	2016	\$166.3	\$10.9	\$177.1	\$10.5	\$10.5	\$10.5	\$5.2					
4	2017	\$105.8	\$5.2	\$111.0	\$6.6	\$6.6	\$6.6	\$6.6	\$3.3				
5	2018	\$151.2	\$8.0	\$159.2	\$9.4	\$9.4	\$9.4	\$9.4	\$9.4	\$4.7			
6	2019	\$110.4	\$4.5	\$114.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$6.8	\$3.4		
7	2020	\$81.3	\$2.8	\$84.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$2.5	
8	2021	\$54.1	\$1.6	\$55.7	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$1.6
9	2022	\$42.4	\$1.1	\$43.5	\$2.7	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6	\$2.6
10	2023	\$85.4	\$2.3	\$87.8	\$6.1	\$5.5	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2
11	2024	\$52.1	\$1.4	\$53.6	\$4.1	\$3.7	\$3.3	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2
12	2025	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
13	2026	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14	2027	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
15	2028	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	2029	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17	2030	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
18	2031	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
19	2032	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20	2033	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
21	2034	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
22	2035	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
23	2036	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
24	2037	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
25	2038	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
26	2039	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27	2040	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
28	2041	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
29	2042	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30	2043	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
31	2044	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
32	Federal Tax Depreciation		\$81.1	\$72.8	\$66.4	\$57.9	\$47.1	\$38.6	\$30.6	\$22.6	\$16.7	\$12.6	\$9.6

1/ Pre-2016 amounts based on Workpaper 2, Lns. 13 to 27

**TRANS ALASKA PIPELINE SYSTEM**  
**Federal Tax Depreciation**  
(\$ millions)

Workpaper 6

Line No.	Description	Year	23	24	25	26	27	28	29
No.	Description		<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>2041</u>	<u>2042</u>	<u>2043</u>	<u>2044</u>
1	Federal Tax Dep. Factor (source: Workpaper 1, Ln. 50)								
		Year	Carrier Property Additions (a)	LT Debt AFUDC Additions (b)	Federal Tax Depreciation Base (c)				
			Workpaper 4, Lns. (2 - 7)	Statement 7, Ln. 16	(a) + (b)				
2	Pre-2016 1/								
3	2016		\$166.3	\$10.9	\$177.1				
4	2017		\$105.8	\$5.2	\$111.0				
5	2018		\$151.2	\$8.0	\$159.2				
6	2019		\$110.4	\$4.5	\$114.8				
7	2020		\$81.3	\$2.8	\$84.0				
8	2021		\$54.1	\$1.6	\$55.7				
9	2022		\$42.4	\$1.1	\$43.5				
10	2023		\$85.4	\$2.3	\$87.8	\$2.6			
11	2024		\$52.1	\$1.4	\$53.6	\$3.2	\$1.6		
12	2025		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
13	2026		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14	2027		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
15	2028		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	2029		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17	2030		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
18	2031		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
19	2032		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20	2033		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
21	2034		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
22	2035		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
23	2036		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
24	2037		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
25	2038		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
26	2039		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27	2040		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
28	2041		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
29	2042		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30	2043		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
31	2044		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
32	Federal Tax Depreciation		\$5.8	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

1/ Pre-2016 amounts based on Workpaper 2, Lns. 13 to 27

**TRANS ALASKA PIPELINE SYSTEM**  
**State Tax Depreciation**  
**(\$ millions)**

Workpaper 7

Line No.	Description	Year	1	2	3	4	5	6	7	8	9	10		
			<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>		
1	State Tax Deprec. Factor (source: Workpaper 1, Ln. 49)		5.71%	10.78%	9.82%	9.21%	8.60%	7.98%	7.37%	6.75%	6.14%	5.53%		
		Year												
		Carrier												
		Property												
		Additions												
		(a)												
		Workpaper 4,												
		Lns. (2 - 7)												
		LT Debt												
		AFUDC												
		Additions												
		(b)												
		Statement 7,												
		Ln. 16												
		State Tax												
		Depreciation												
		Base												
		(c)												
		(a) + (b)												
2	Pre-2016 1/		\$83.5	\$75.2	\$68.0	\$61.1	\$54.5	\$48.2	\$42.3	\$36.7	\$31.3	\$26.0		
3	2016	\$166.3	\$10.9	\$177.1	\$10.1	\$19.1	\$17.4	\$16.3	\$15.2	\$14.1	\$13.1	\$12.0	\$10.9	\$9.8
4	2017	\$105.8	\$5.2	\$111.0		\$6.3	\$12.0	\$10.9	\$10.2	\$9.5	\$8.9	\$8.2	\$7.5	\$6.8
5	2018	\$151.2	\$8.0	\$159.2			\$9.1	\$17.2	\$15.6	\$14.7	\$13.7	\$12.7	\$11.7	\$10.8
6	2019	\$110.4	\$4.5	\$114.8				\$6.6	\$12.4	\$11.3	\$10.6	\$9.9	\$9.2	\$8.5
7	2020	\$81.3	\$2.8	\$84.0					\$4.8	\$9.1	\$8.3	\$7.7	\$7.2	\$6.7
8	2021	\$54.1	\$1.6	\$55.7						\$3.2	\$6.0	\$5.5	\$5.1	\$4.8
9	2022	\$42.4	\$1.1	\$43.5							\$2.5	\$4.7	\$4.3	\$4.0
10	2023	\$85.4	\$2.3	\$87.8								\$5.0	\$9.5	\$8.6
11	2024	\$52.1	\$1.4	\$53.6									\$3.1	\$5.8
12	2025	\$0.0	\$0.0	\$0.0										\$0.0
13	2026	\$0.0	\$0.0	\$0.0										\$0.0
14	2027	\$0.0	\$0.0	\$0.0										\$0.0
15	2028	\$0.0	\$0.0	\$0.0										\$0.0
16	2029	\$0.0	\$0.0	\$0.0										\$0.0
17	2030	\$0.0	\$0.0	\$0.0										\$0.0
18	2031	\$0.0	\$0.0	\$0.0										\$0.0
19	2032	\$0.0	\$0.0	\$0.0										\$0.0
20	2033	\$0.0	\$0.0	\$0.0										\$0.0
21	2034	\$0.0	\$0.0	\$0.0										\$0.0
22	2035	\$0.0	\$0.0	\$0.0										\$0.0
23	2036	\$0.0	\$0.0	\$0.0										\$0.0
24	2037	\$0.0	\$0.0	\$0.0										\$0.0
25	2038	\$0.0	\$0.0	\$0.0										\$0.0
26	2039	\$0.0	\$0.0	\$0.0										\$0.0
27	2040	\$0.0	\$0.0	\$0.0										\$0.0
28	2041	\$0.0	\$0.0	\$0.0										\$0.0
29	2042	\$0.0	\$0.0	\$0.0										\$0.0
30	2043	\$0.0	\$0.0	\$0.0										\$0.0
31	2044	\$0.0	\$0.0	\$0.0										\$0.0
32	State Tax Depreciation		\$93.6	\$100.6	\$106.4	\$112.1	\$112.8	\$110.0	\$105.2	\$102.3	\$99.7	\$91.7		

1/ Pre-2016 amounts based on Workpaper 2, Lns. 28 to 44

**TRANS ALASKA PIPELINE SYSTEM**  
**State Tax Depreciation**  
**(\$ millions)**

Workpaper 7

Line No.	Description	Year	11	12	13	14	15	16	17	18	19	20			
			<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>			
1	State Tax Deprec. Factor (source: Workpaper 1, Ln. 49)		4.91%	4.30%	3.68%	3.07%	2.46%	1.84%	1.23%	0.61%					
		Year	Carrier Property Additions (a) Workpaper 4, Lns. (2 - 7)	LT Debt AFUDC Additions (b) Statement 7, Ln. 16	State Tax Depreciation Base (c) (a) + (b)										
2	Pre-2016 1/		\$20.8	\$16.3	\$12.1	\$8.4	\$5.2	\$2.9	\$1.1						
3	2016		\$166.3	\$10.9	\$177.1	\$8.7	\$7.6	\$6.5	\$5.4	\$4.4	\$3.3	\$2.2	\$1.1		
4	2017		\$105.8	\$5.2	\$111.0	\$6.1	\$5.5	\$4.8	\$4.1	\$3.4	\$2.7	\$2.0	\$1.4	\$0.7	
5	2018		\$151.2	\$8.0	\$159.2	\$9.8	\$8.8	\$7.8	\$6.8	\$5.9	\$4.9	\$3.9	\$2.9	\$2.0	\$1.0
6	2019		\$110.4	\$4.5	\$114.8	\$7.8	\$7.1	\$6.3	\$5.6	\$4.9	\$4.2	\$3.5	\$2.8	\$2.1	\$1.4
7	2020		\$81.3	\$2.8	\$84.0	\$6.2	\$5.7	\$5.2	\$4.6	\$4.1	\$3.6	\$3.1	\$2.6	\$2.1	\$1.5
8	2021		\$54.1	\$1.6	\$55.7	\$4.4	\$4.1	\$3.8	\$3.4	\$3.1	\$2.7	\$2.4	\$2.1	\$1.7	\$1.4
9	2022		\$42.4	\$1.1	\$43.5	\$3.7	\$3.5	\$3.2	\$2.9	\$2.7	\$2.4	\$2.1	\$1.9	\$1.6	\$1.3
10	2023		\$85.4	\$2.3	\$87.8	\$8.1	\$7.5	\$7.0	\$6.5	\$5.9	\$5.4	\$4.8	\$4.3	\$3.8	\$3.2
11	2024		\$52.1	\$1.4	\$53.6	\$5.3	\$4.9	\$4.6	\$4.3	\$3.9	\$3.6	\$3.3	\$3.0	\$2.6	\$2.3
12	2025		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
13	2026		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14	2027		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
15	2028		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	2029		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17	2030		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
18	2031		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
19	2032		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20	2033		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
21	2034		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
22	2035		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
23	2036		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
24	2037		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
25	2038		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
26	2039		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27	2040		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
28	2041		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
29	2042		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30	2043		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
31	2044		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
32	State Tax Depreciation		\$80.9	\$70.9	\$61.3	\$52.2	\$43.5	\$35.7	\$28.6	\$22.0	\$16.5	\$12.2			

1/ Pre-2016 amounts based on Workpaper 2, Lns. 28 to 44

**TRANS ALASKA PIPELINE SYSTEM**  
**State Tax Depreciation**  
(\$ millions)

Workpaper 7

Line No.	Description	Year	21	22	23	24	25	26	27	28	29
			<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>2041</u>	<u>2042</u>	<u>2043</u>	<u>2044</u>
1	State Tax Deprec. Factor (source: Workpaper 1, Ln. 49)										
		Year	Carrier Property Additions (a)	LT Debt AFUDC Additions (b)	State Tax Depreciation Base (c)						
			Workpaper 4, Lns. (2 - 7)	Statement 7, Ln. 16	(a) + (b)						
2	Pre-2016 1/										
3	2016		\$166.3	\$10.9	\$177.1						
4	2017		\$105.8	\$5.2	\$111.0						
5	2018		\$151.2	\$8.0	\$159.2						
6	2019		\$110.4	\$4.5	\$114.8	\$0.7					
7	2020		\$81.3	\$2.8	\$84.0	\$1.0	\$0.5				
8	2021		\$54.1	\$1.6	\$55.7	\$1.0	\$0.7	\$0.3			
9	2022		\$42.4	\$1.1	\$43.5	\$1.1	\$0.8	\$0.5	\$0.3		
10	2023		\$85.4	\$2.3	\$87.8	\$2.7	\$2.2	\$1.6	\$0.5		
11	2024		\$52.1	\$1.4	\$53.6	\$2.0	\$1.6	\$1.3	\$1.0	\$0.7	\$0.3
12	2025		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
13	2026		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14	2027		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
15	2028		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16	2029		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
17	2030		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
18	2031		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
19	2032		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20	2033		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
21	2034		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
22	2035		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
23	2036		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
24	2037		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
25	2038		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
26	2039		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27	2040		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
28	2041		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
29	2042		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30	2043		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
31	2044		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
32	State Tax Depreciation		\$8.5	\$5.8	\$3.8	\$2.3	\$1.2	\$0.3	\$0.0	\$0.0	\$0.0

1/ Pre-2016 amounts based on Workpaper 2, Lns. 28 to 44

Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F

TRANS ALASKA PIPELINE SYSTEM  
PBOP Earnings Credit  
(\$ Millions)

Workpaper 8  
Page 1 of 3

Line No.	Description	Source	January 1, 2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	State Income Tax Rate	Workpaper 1, Ln. 47		9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%
2	Federal Income Tax Rate	Workpaper 1, Ln. 48		35.00%	35.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%
3	Combined Rate of Tax	Lns. (1 + (2 * (1.0 - 1)))		41.11%	41.11%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%
4	Income Tax Allowance Factor	Lns. (3 / (1.0 - 3))		69.81%	69.81%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%
5	Allowed Rate of Return	Per PBOP Settlement		6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%
6	Inflation Rate	Workpaper 1, Ln. 37		1.26%	2.13%	2.44%	1.81%	1.23%	4.70%	8.00%	4.12%	2.95%
7	Adjusted Rate of Return	Ln. (5 + 6)		7.66%	8.53%	8.84%	8.21%	7.63%	11.10%	14.40%	10.52%	9.35%
8	Earnings Rate	Ln. 7 * (1.0 + Ln. 4)		13.01%	14.48%	12.35%	11.47%	10.66%	15.51%	20.12%	14.70%	13.06%
9	Annual PBOP Accrual	Workpaper 1, Ln. 27		\$1.100	(\$0.500)	(\$0.500)	(\$0.600)	\$0.200	\$2.300	\$2.300	\$1.300	\$1.500
10	Adjustments	Workpaper 1, Ln. 28		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
11	Cash Payouts	Workpaper 1, Ln. 29		(\$4.000)	(\$3.900)	(\$4.200)	(\$4.300)	(\$3.900)	(\$4.200)	(\$5.100)	(\$5.000)	(\$5.600)
12	Net PBOP Accrual	Ln. (9 + 10 + 11)		(\$2.900)	(\$4.400)	(\$4.700)	(\$4.900)	(\$3.700)	(\$1.900)	(\$2.800)	(\$3.700)	(\$4.100)
13	Net PBOP Accrual Used for the Initial Year	Ln. 16		(\$2.900)	(\$4.400)	(\$4.700)	(\$4.900)	(\$3.700)	(\$1.900)	(\$2.800)	(\$3.700)	(\$4.100)
14	Adjustment to True-Up the Net PBOP Accrual	Ln. (12 - 13)		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
15	Adjustment Brought Forward	Prior Ln. 14 + Prior Ln. 15 1/		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
16	Adjusted Net PBOP Accrual	Ln. (12 + 15)		(\$2.900)	(\$4.400)	(\$4.700)	(\$4.900)	(\$3.700)	(\$1.900)	(\$2.800)	(\$3.700)	(\$4.100)
17	Tax Effect of Net PBOP Accrual	Ln. (3 * 13)		(\$1.192)	(\$1.809)	(\$1.336)	(\$1.393)	(\$1.052)	(\$0.540)	(\$0.796)	(\$1.052)	(\$1.165)
18	Cumulative Net PBOP Accrual	Ln. 13 + Prior Ln. 18 2/	\$111.546	\$108.646	\$104.246	\$99.546	\$94.646	\$90.946	\$89.046	\$86.246	\$82.546	\$78.446
19	Cumulative Tax Effect of Net PBOP Accrual	Ln. 17 + Prior Ln. 19 3/	\$45.857	\$44.664	\$42.856	\$41.520	\$40.127	\$39.075	\$38.535	\$37.739	\$36.687	\$35.522
20	Earnings Base	Ln. (18 - 19)	\$65.689	\$63.982	\$61.390	\$58.026	\$54.519	\$51.871	\$50.511	\$48.507	\$45.859	\$42.924
21	Annual PBOP Earnings Credit	Ln. 8 * Prior Ln. 20	\$8.544	\$9.268	\$7.582	\$6.656	\$5.812	\$8.044	\$10.162	\$7.130	\$5.991	

1/ Amounts for 2015 are brought forward to 2016 from Workpaper 2, Ln. 46

2/ 2015 Balance from Workpaper 2, Ln. 47

3/ 2015 Balance from Workpaper 2, Ln. 48

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

**TRANS ALASKA PIPELINE SYSTEM  
PBOP Earnings Credit  
(\$ Millions)**

**Workpaper 8  
Page 2 of 3**

Line No.	Description	Source	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
1	State Income Tax Rate	Workpaper 1, Ln. 47	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%
2	Federal Income Tax Rate	Workpaper 1, Ln. 48	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%
3	Combined Rate of Tax	Lns. (1 + (2 * (1.0 - 1)))	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%
4	Income Tax Allowance Factor	Lns. (3 / (1.0 - 3))	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%
5	Allowed Rate of Return	Per PBOP Settlement	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%
6	Inflation Rate	Workpaper 1, Ln. 37	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	Adjusted Rate of Return	Ln. (5 + 6)	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%
8	Earnings Rate	Ln. 7 * (1.0 + Ln. 4)	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%
9	Annual PBOP Accrual	Workpaper 1, Ln. 27	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
10	Adjustments	Workpaper 1, Ln. 28	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
11	Cash Payouts	Workpaper 1, Ln. 29	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
12	Net PBOP Accrual	Ln. (9 + 10 + 11)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
13	Net PBOP Accrual Used for the Initial Year	Ln. 16	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
14	Adjustment to True-Up the Net PBOP Accrual	Ln. (12 - 13)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
15	Adjustment Brought Forward	Prior Ln. 14 + Prior Ln. 15 1/	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
16	Adjusted Net PBOP Accrual	Ln. (12 + 15)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
17	Tax Effect of Net PBOP Accrual	Ln. (3 * 13)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
18	Cumulative Net PBOP Accrual	Ln. 13 + Prior Ln. 18 2/	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446
19	Cumulative Tax Effect of Net PBOP Accrual	Ln. 17 + Prior Ln. 19 3/	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522
20	Earnings Base	Ln. (18 - 19)	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924
21	Annual PBOP Earnings Credit	Ln. 8 * Prior Ln. 20	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838

1/ Amounts for 2015 are brought forward to 2016 from Workpaper 2, Ln. 46

2/ 2015 Balance from Workpaper 2, Ln. 47

3/ 2015 Balance from Workpaper 2, Ln. 48

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

**TRANS ALASKA PIPELINE SYSTEM  
PBOP Earnings Credit  
(\$ Millions)**

**Workpaper 8  
Page 3 of 3**

Line No.	Description	Source	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
1	State Income Tax Rate	Workpaper 1, Ln. 47	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%	9.40%
2	Federal Income Tax Rate	Workpaper 1, Ln. 48	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%	21.00%
3	Combined Rate of Tax	Lns. (1 + (2 * (1.0 - 1)))	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%	28.43%
4	Income Tax Allowance Factor	Lns. (3 / (1.0 - 3))	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%	39.72%
5	Allowed Rate of Return	Per PBOP Settlement	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%
6	Inflation Rate	Workpaper 1, Ln. 37	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	Adjusted Rate of Return	Ln. (5 + 6)	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%	6.40%
8	Earnings Rate	Ln. 7 * (1.0 + Ln. 4)	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%	8.94%
9	Annual PBOP Accrual	Workpaper 1, Ln. 27	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
10	Adjustments	Workpaper 1, Ln. 28	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
11	Cash Payouts	Workpaper 1, Ln. 29	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
12	Net PBOP Accrual	Ln. (9 + 10 + 11)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
13	Net PBOP Accrual Used for the Initial Year	Ln. 16	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
14	Adjustment to True-Up the Net PBOP Accrual	Ln. (12 - 13)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
15	Adjustment Brought Forward	Prior Ln. 14 + Prior Ln. 15 1/	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
16	Adjusted Net PBOP Accrual	Ln. (12 + 15)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
17	Tax Effect of Net PBOP Accrual	Ln. (3 * 13)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
18	Cumulative Net PBOP Accrual	Ln. 13 + Prior Ln. 18 2/	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446	\$78.446
19	Cumulative Tax Effect of Net PBOP Accrual	Ln. 17 + Prior Ln. 19 3/	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522	\$35.522
20	Earnings Base	Ln. (18 - 19)	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924	\$42.924
21	Annual PBOP Earnings Credit	Ln. 8 * Prior Ln. 20	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838	\$3.838

1/ Amounts for 2015 are brought forward to 2016 from Workpaper 2, Ln. 46

2/ 2015 Balance from Workpaper 2, Ln. 47

3/ 2015 Balance from Workpaper 2, Ln. 48

**TRANS ALASKA PIPELINE SYSTEM  
Amortization of Allowed Strategic Reconfiguration ("SR") Project Costs  
(\$ Millions)**

Line No.	Description	Source	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
1	Net Allowed SR Project Costs BOY	Prior Ln. 4		\$253.3	\$244.5	\$235.8	\$227.1	\$218.3	\$209.6	\$200.9
2	Amortization Factor	Workpaper 3, Ln. 2		3.4483%	3.5714%	3.7037%	3.8462%	4.0000%	4.1667%	4.3478%
3	Annual Amortization	Lns. (1 * 2)		\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7
4	Net Allowed SR Project Costs EOY	Lns. (1 - 3) 1/	\$253.3	\$244.5	\$235.8	\$227.1	\$218.3	\$209.6	\$200.9	\$192.1
									<u>2021 -</u>	<u>2022 -</u>
<b>For Forward-Looking Maximum Allowable Interstate Rates</b>									<u>2022</u>	<u>2023</u>
5	Annual Amortization	Average Ln. 3							\$8.7	\$8.7

1/ 2015 amount based on Workpaper 2, Ln. 50

**TRANS ALASKA PIPELINE SYSTEM  
Amortization of Allowed Strategic Reconfiguration ("SR") Project  
(\$ Millions)**

**Workpaper 9  
Page 2 of 4**

Line No.	Description	Source	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
1	Net Allowed SR Project Costs BOY	Prior Ln. 4	\$192.1	\$183.4	\$174.7	\$165.9	\$157.2	\$148.5	\$139.7	\$131.0
2	Amortization Factor	Workpaper 3, Ln. 2	4.5455%	4.7619%	5.0000%	5.2632%	5.5556%	5.8824%	6.2500%	6.6667%
3	Annual Amortization	Lns. (1 * 2)	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7
4	Net Allowed SR Project Costs EOY	Lns. (1 - 3) 1/	\$183.4	\$174.7	\$165.9	\$157.2	\$148.5	\$139.7	\$131.0	\$122.3
			<u>2023 - 2024</u>	<u>2024 - 2025</u>	<u>2025 - 2026</u>	<u>2026 - 2027</u>	<u>2027 - 2028</u>	<u>2028 - 2029</u>	<u>2029 - 2030</u>	<u>2030 - 2031</u>
	<b>For Forward-Looking Maximum Allowable Interstate Rates</b>									
5	Annual Amortization	Average Ln. 3	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7

1/ 2015 amount based on Workpaper 2, Ln. 50

**TRANS ALASKA PIPELINE SYSTEM  
Amortization of Allowed Strategic Reconfiguration ("SR") Project  
(\$ Millions)**

**Workpaper 9  
Page 3 of 4**

Line No.	Description	Source	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>
1	Net Allowed SR Project Costs BOY	Prior Ln. 4	\$122.3	\$113.5	\$104.8	\$96.1	\$87.3	\$78.6	\$69.9	\$61.1
2	Amortization Factor	Workpaper 3, Ln. 2	7.1429%	7.6923%	8.3333%	9.0909%	10.0000%	11.1111%	12.5000%	14.2857%
3	Annual Amortization	Lns. (1 * 2)	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7
4	Net Allowed SR Project Costs EOY	Lns. (1 - 3) 1/	\$113.5	\$104.8	\$96.1	\$87.3	\$78.6	\$69.9	\$61.1	\$52.4
			<u>2031 - 2032</u>	<u>2032 - 2033</u>	<u>2033 - 2034</u>	<u>2034 - 2035</u>	<u>2035 - 2036</u>	<u>2036 - 2037</u>	<u>2037 - 2038</u>	<u>2038 - 2039</u>
	<b>For Forward-Looking Maximum Allowable Interstate Rates</b>									
5	Annual Amortization	Average Ln. 3	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7

1/ 2015 amount based on Workpaper 2, Ln. 50

**TRANS ALASKA PIPELINE SYSTEM  
Amortization of Allowed Strategic Reconfiguration ("SR") Project  
(\$ Millions)**

**Workpaper 9  
Page 4 of 4**

Line No.	Description	Source	<u>2039</u>	<u>2040</u>	<u>2041</u>	<u>2042</u>	<u>2043</u>	<u>2044</u>
1	Net Allowed SR Project Costs BOY	Prior Ln. 4	\$52.4	\$43.7	\$34.9	\$26.2	\$17.5	\$8.7
2	Amortization Factor	Workpaper 3, Ln. 2	16.6667%	20.0000%	25.0000%	33.3333%	50.0000%	100.0000%
3	Annual Amortization	Lns. (1 * 2)	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7
4	Net Allowed SR Project Costs EOY	Lns. (1 - 3) 1/	\$43.7	\$34.9	\$26.2	\$17.5	\$8.7	\$0.0
<b>For Forward-Looking Maximum Allowable Interstate Rates</b>			<u>2039 -</u>	<u>2040 -</u>	<u>2041 -</u>	<u>2042 -</u>	<u>2043 -</u>	<u>2044 -</u>
5	Annual Amortization	Average Ln. 3	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7	\$8.7

1/ 2015 amount based on Workpaper 2, Ln. 50

**Settlement Agreement Establishing Variable Tariff Methodology  
for the Trans Alaska Pipeline System  
Exhibit F**

**TRANS ALASKA PIPELINE SYSTEM  
Deferred Return  
(\$ Millions)**

**Workpaper 10**

Line No.	Description	Source	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024 and Forward</u>
1	Net Deferred Return BOY	Prior Ln. 4		\$173.4	\$151.7	\$130.1	\$108.4	\$86.7	\$65.0	\$43.4	\$21.7	\$0.0
2	Years Remaining for Amortization	Section II-19		8	7	6	5	4	3	2	1	-
3	Annual Amortization	Ln. (1 * 2)		\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$21.7	\$0.0
4	Net Deferred Return EOY	Ln. (1 - 3) [1/]	\$173.4	\$151.7	\$130.1	\$108.4	\$86.7	\$65.0	\$43.4	\$21.7	\$0.0	\$0.0
									<u>2021 - 2022</u>	<u>2022 - 2023</u>	<u>2023 - 2024</u>	<u>Subsequent Periods</u>
<b>For Forward-Looking Maximum Allowable Interstate Rates</b>												
5	Annual Amortization	Average Ln. 3							\$21.7	\$21.7	\$10.8	\$0

1/ 2015 EOY balance per Workpaper 2, Ln. 9.