

National Routing Number Administration 2024 p-ANI Activity and Projected Exhaust Report

The ATIS Industry Numbering Committee developed the *P-ANI Administration Guidelines*, which contain the following language:

“The RNA shall:

- a) prepare and publish a “p-ANI Activity and Projected Exhaust Report” that includes the following information:
 1. national p-ANI utilization information;
 2. p-ANI utilization by NPA;
 3. the number of p-ANIs requested on a monthly basis;
 4. the number of p-ANIs assigned on a monthly basis;
 5. the number of p-ANIs returned on a monthly basis;
 6. the number of p-ANIs modified on a monthly basis;
 7. the number of p-ANI requests processed and the disposition of each; and
 8. forecast reports for projected future p-ANI resource usage.”

This report contains the required information for January 1 – December 31, 2024. Table 1-1 addresses the number of p-ANIs requested, assigned, returned or modified on a monthly basis. Table 1-2 addresses requests processed and the disposition of each. Table 1-3, 1-4 and 1-5 address national p-ANI utilization, p-ANI utilization by NPA, Location and Exhaust year.

The RNA administrator will post this to the website www.nationalpani.com, notify the INC and RNAS users that this information is now available, and include it in the subsequent annual report required by the FCC contract.

**Table 1-1
Total Number of p-ANIs by Activity Type**

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|------------------|-------|-----|-------|-----|-----|-----|-----|-----|-----|-----|-----|-------|---------------|
| Requested | 3,460 | 661 | 7,107 | 962 | 431 | 380 | 680 | 611 | 343 | 925 | 475 | 1,394 | 17,339 |
| Assigned | 3,460 | 661 | 6,992 | 962 | 431 | 380 | 670 | 611 | 343 | 928 | 475 | 1,368 | 17,281 |
| Returned | 82 | 23 | 8 | 68 | 69 | 34 | 29 | 61 | 171 | 151 | 137 | 118 | 951 |
| Modified | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 4 | 1 | 16 |

**Table 1-2
Applications Processed by Request Type**

| | Approved | Denied | Suspended | Withdrawn | Total |
|------------------------------------|--------------|----------|-----------|-----------|--------------|
| Cancel p-ANI Return Request | 0 | 0 | 0 | 0 | 0 |
| P-ANI Modification Request | 16 | 0 | 0 | 0 | 16 |
| New p-ANI Request | 885 | 2 | 0 | 6 | 893 |
| P-ANI Return Request | 951 | 0 | 0 | 0 | 951 |
| Total | 1,852 | 2 | 0 | 6 | 1,860 |

**Table 1-3
Projected Exhaust of 211/511 p-ANIs by NPAⁱ**

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 201 | NJ | 8219 | 0 | N/A | N/A |
| 202 | DC | 459 | 0 | N/A | N/A |
| 203 | CT | 6494 | 0 | N/A | N/A |
| 205 | AL | 5114 | 0 | N/A | N/A |
| 206 | WA | 1242 | 0 | N/A | N/A |
| 207 | ME | 6936 | 0 | N/A | N/A |
| 208 | ID | 5876 | 0 | N/A | N/A |
| 209 | CA | 4639 | 0 | N/A | N/A |
| 210 | TX | 7062 | 0 | N/A | N/A |
| 212 | NY | 2911 | 0 | N/A | N/A |
| 213 | CA | 3031 | 0 | N/A | N/A |
| 214 | TX | 7508 | 0 | N/A | N/A |
| 215 | PA | 1240 | 0 | N/A | N/A |
| 216 | OH | 1156 | 0 | N/A | N/A |
| 217 | IL | 4632 | 0 | N/A | N/A |
| 218 | MN | 2895 | 0 | N/A | N/A |
| 219 | IN | 2578 | 0 | N/A | N/A |
| 220 | OH | 50 | 0 | N/A | N/A |
| 223 | PA | 50 | 0 | N/A | N/A |
| 224 | IL | 8287 | 0 | N/A | N/A |
| 225 | LA | 1735 | 0 | N/A | N/A |
| 227 | MD | 50 | 0 | N/A | N/A |
| 228 | MS | 2062 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 229 | GA | 3314 | 160 | 2090 | 3 |
| 231 | MI | 3440 | 0 | N/A | N/A |
| 234 | OH | 305 | 0 | N/A | N/A |
| 235 | MO | 50 | 0 | N/A | N/A |
| 239 | FL | 1211 | 0 | N/A | N/A |
| 240 | MD | 521 | 0 | N/A | N/A |
| 248 | MI | 4683 | 0 | N/A | N/A |
| 251 | AL | 1676 | 0 | N/A | N/A |
| 252 | NC | 4594 | 0 | N/A | N/A |
| 253 | WA | 825 | 0 | N/A | N/A |
| 254 | TX | 7477 | 0 | N/A | N/A |
| 256 | AL | 3520 | 0 | N/A | N/A |
| 260 | IN | 1454 | 0 | N/A | N/A |
| 262 | WI | 331 | 0 | N/A | N/A |
| 267 | PA | 50 | 0 | N/A | N/A |
| 269 | MI | 1592 | 0 | N/A | N/A |
| 270 | KY | 4556 | 0 | N/A | N/A |
| 272 | PA | 145 | 0 | N/A | N/A |
| 274 | WI | 50 | 0 | N/A | N/A |
| 276 | VA | 1960 | 0 | N/A | N/A |
| 279 | CA | 50 | 0 | N/A | N/A |
| 281 | TX | 10667 | 0 | N/A | N/A |
| 283 | OH | 50 | 0 | N/A | N/A |
| 301 | MD | 1247 | 0 | N/A | N/A |
| 302 | DE | 1479 | 0 | N/A | N/A |
| 303 | CO | 3283 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 304 | WV | 8152 | 0 | N/A | N/A |
| 305 | FL | 1992 | 0 | N/A | N/A |
| 307 | WY | 3559 | 0 | N/A | N/A |
| 308 | NE | 3141 | 0 | N/A | N/A |
| 309 | IL | 4218 | 0 | N/A | N/A |
| 310 | CA | 2663 | 0 | N/A | N/A |
| 312 | IL | 3920 | 0 | N/A | N/A |
| 313 | MI | 696 | 0 | N/A | N/A |
| 314 | MO | 10060 | 0 | N/A | N/A |
| 315 | NY | 6941 | 0 | N/A | N/A |
| 316 | KS | 4880 | 0 | N/A | N/A |
| 317 | IN | 3374 | 0 | N/A | N/A |
| 318 | LA | 3595 | 0 | N/A | N/A |
| 319 | IA | 1361 | 0 | N/A | N/A |
| 320 | MN | 965 | 0 | N/A | N/A |
| 321 | FL | 1952 | 0 | N/A | N/A |
| 323 | CA | 2982 | 0 | N/A | N/A |
| 324 | FL | 50 | 0 | N/A | N/A |
| 325 | TX | 7566 | 0 | N/A | N/A |
| 326 | OH | 50 | 0 | N/A | N/A |
| 327 | AR | 50 | 0 | N/A | N/A |
| 329 | NY | 50 | 0 | N/A | N/A |
| 330 | OH | 6313 | 0 | N/A | N/A |
| 331 | NY | 75 | 0 | N/A | N/A |
| 332 | NY | 50 | 0 | N/A | N/A |
| 334 | AL | 4818 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 336 | NC | 2857 | 0 | N/A | N/A |
| 337 | LA | 2125 | 0 | N/A | N/A |
| 339 | MA | 50 | 0 | N/A | N/A |
| 340 | VI | 664 | 0 | N/A | N/A |
| 341 | CA | 50 | 0 | N/A | N/A |
| 346 | TX | 50 | 0 | N/A | N/A |
| 347 | NY | 50 | 0 | N/A | N/A |
| 350 | CA | 50 | 0 | N/A | N/A |
| 351 | MA | 60 | 0 | N/A | N/A |
| 352 | FL | 2183 | 0 | N/A | N/A |
| 353 | WI | 50 | 0 | N/A | N/A |
| 360 | WA | 2620 | 0 | N/A | N/A |
| 361 | TX | 6888 | 0 | N/A | N/A |
| 363 | NY | 50 | 0 | N/A | N/A |
| 364 | KY | 110 | 0 | N/A | N/A |
| 369 | CA | 50 | 0 | N/A | N/A |
| 380 | OH | 50 | 0 | N/A | N/A |
| 385 | UT | 50 | 0 | N/A | N/A |
| 386 | FL | 1595 | 0 | N/A | N/A |
| 401 | RI | 460 | 0 | N/A | N/A |
| 402 | NE | 8498 | 0 | N/A | N/A |
| 404 | GA | 2009 | 240 | 2062 | 1 |
| 405 | OK | 12547 | 20 | 2398 | 4 |
| 406 | MT | 5099 | 20 | 2417 | 4 |
| 407 | FL | 1918 | 0 | N/A | N/A |
| 408 | CA | 2309 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 409 | TX | 3623 | 0 | N/A | N/A |
| 410 | MD | 3967 | 0 | N/A | N/A |
| 412 | PA | 513 | 0 | N/A | N/A |
| 413 | MA | 3604 | 0 | N/A | N/A |
| 414 | WI | 5330 | 0 | N/A | N/A |
| 415 | CA | 1159 | 0 | N/A | N/A |
| 417 | MO | 4525 | 0 | N/A | N/A |
| 419 | OH | 4775 | 0 | N/A | N/A |
| 423 | TN | 4299 | 0 | N/A | N/A |
| 424 | CA | 50 | 0 | N/A | N/A |
| 425 | WA | 781 | 0 | N/A | N/A |
| 430 | TX | 962 | 0 | N/A | N/A |
| 432 | TX | 3123 | 0 | N/A | N/A |
| 434 | VA | 2409 | 0 | N/A | N/A |
| 435 | UT | 2275 | 0 | N/A | N/A |
| 436 | OH | 50 | 0 | N/A | N/A |
| 440 | OH | 2023 | 0 | N/A | N/A |
| 442 | CA | 90 | 0 | N/A | N/A |
| 443 | MD | 100 | 0 | N/A | N/A |
| 445 | PA | 50 | 0 | N/A | N/A |
| 447 | IL | 50 | 0 | N/A | N/A |
| 448 | FL | 50 | 0 | N/A | N/A |
| 458 | OR | 50 | 0 | N/A | N/A |
| 463 | IN | 50 | 0 | N/A | N/A |
| 464 | IL | 50 | 0 | N/A | N/A |
| 469 | TX | 3107 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 470 | GA | 173 | 0 | N/A | N/A |
| 472 | NC | 50 | 0 | N/A | N/A |
| 475 | CT | 1795 | 0 | N/A | N/A |
| 478 | GA | 2206 | 180 | 2092 | 2 |
| 479 | AR | 3256 | 0 | N/A | N/A |
| 480 | AZ | 520 | 0 | N/A | N/A |
| 484 | PA | 100 | 0 | N/A | N/A |
| 501 | AR | 6423 | 0 | N/A | N/A |
| 502 | KY | 1956 | 0 | N/A | N/A |
| 503 | OR | 2850 | 0 | N/A | N/A |
| 504 | LA | 1001 | 0 | N/A | N/A |
| 505 | NM | 3333 | 0 | N/A | N/A |
| 507 | MN | 2305 | 0 | N/A | N/A |
| 508 | MA | 6558 | 0 | N/A | N/A |
| 509 | WA | 3108 | 0 | N/A | N/A |
| 510 | CA | 2357 | 0 | N/A | N/A |
| 512 | TX | 9482 | 0 | N/A | N/A |
| 513 | OH | 3199 | 0 | N/A | N/A |
| 515 | IA | 6873 | 0 | N/A | N/A |
| 516 | NY | 737 | 0 | N/A | N/A |
| 517 | MI | 371 | 0 | N/A | N/A |
| 518 | NY | 5241 | 0 | N/A | N/A |
| 520 | AZ | 2485 | 0 | N/A | N/A |
| 530 | CA | 6893 | 0 | N/A | N/A |
| 531 | NE | 50 | 0 | N/A | N/A |
| 534 | WI | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 539 | OK | 50 | 0 | N/A | N/A |
| 540 | VA | 5068 | 0 | N/A | N/A |
| 541 | OR | 5415 | 0 | N/A | N/A |
| 551 | NJ | 120 | 0 | N/A | N/A |
| 557 | MO | 50 | 0 | N/A | N/A |
| 559 | CA | 3643 | 0 | N/A | N/A |
| 561 | FL | 2892 | 0 | N/A | N/A |
| 562 | CA | 2332 | 0 | N/A | N/A |
| 563 | IA | 1087 | 0 | N/A | N/A |
| 564 | WA | 50 | 0 | N/A | N/A |
| 567 | OH | 299 | 0 | N/A | N/A |
| 570 | PA | 5064 | 0 | N/A | N/A |
| 571 | VA | 50 | 0 | N/A | N/A |
| 572 | OK | 50 | 0 | N/A | N/A |
| 573 | MO | 3900 | 0 | N/A | N/A |
| 574 | IN | 1828 | 0 | N/A | N/A |
| 575 | NM | 1849 | 0 | N/A | N/A |
| 580 | OK | 1526 | 0 | N/A | N/A |
| 582 | PA | 50 | 0 | N/A | N/A |
| 585 | NY | 1373 | 0 | N/A | N/A |
| 586 | MI | 150 | 0 | N/A | N/A |
| 601 | MS | 3979 | 0 | N/A | N/A |
| 602 | AZ | 2536 | 0 | N/A | N/A |
| 603 | NH | 813 | 0 | N/A | N/A |
| 605 | SD | 2655 | 0 | N/A | N/A |
| 606 | KY | 4009 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 607 | NY | 2466 | 0 | N/A | N/A |
| 608 | WI | 3193 | 0 | N/A | N/A |
| 609 | NJ | 9078 | 0 | N/A | N/A |
| 610 | PA | 1935 | 0 | N/A | N/A |
| 612 | MN | 2550 | 0 | N/A | N/A |
| 614 | OH | 1807 | 0 | N/A | N/A |
| 615 | TN | 3411 | 0 | N/A | N/A |
| 616 | MI | 3284 | 0 | N/A | N/A |
| 617 | MA | 979 | 0 | N/A | N/A |
| 618 | IL | 9396 | 0 | N/A | N/A |
| 619 | CA | 1994 | 0 | N/A | N/A |
| 620 | KS | 2643 | 0 | N/A | N/A |
| 623 | AZ | 136 | 0 | N/A | N/A |
| 624 | NY | 50 | 0 | N/A | N/A |
| 626 | CA | 2671 | 0 | N/A | N/A |
| 628 | CA | 60 | 0 | N/A | N/A |
| 629 | TN | 50 | 0 | N/A | N/A |
| 630 | IL | 3990 | 0 | N/A | N/A |
| 631 | NY | 1382 | 0 | N/A | N/A |
| 636 | MO | 2173 | 0 | N/A | N/A |
| 640 | NJ | 50 | 0 | N/A | N/A |
| 641 | IA | 2003 | 0 | N/A | N/A |
| 645 | FL | 50 | 0 | N/A | N/A |
| 646 | NY | 50 | 0 | N/A | N/A |
| 650 | CA | 2650 | 0 | N/A | N/A |
| 651 | MN | 408 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 656 | FL | 50 | 0 | N/A | N/A |
| 657 | CA | 60 | 0 | N/A | N/A |
| 659 | AL | 50 | 0 | N/A | N/A |
| 660 | MO | 2760 | 0 | N/A | N/A |
| 661 | CA | 2238 | 0 | N/A | N/A |
| 662 | MS | 10598 | 0 | N/A | N/A |
| 667 | MD | 85 | 0 | N/A | N/A |
| 669 | CA | 50 | 0 | N/A | N/A |
| 678 | GA | 6363 | 80 | 2281 | 3 |
| 680 | NY | 50 | 0 | N/A | N/A |
| 681 | WV | 195 | 0 | N/A | N/A |
| 682 | TX | 6864 | 0 | N/A | N/A |
| 686 | VA | 50 | 0 | N/A | N/A |
| 689 | FL | 50 | 0 | N/A | N/A |
| 701 | ND | 2319 | 0 | N/A | N/A |
| 702 | NV | 945 | 0 | N/A | N/A |
| 703 | VA | 1443 | 0 | N/A | N/A |
| 704 | NC | 2333 | 0 | N/A | N/A |
| 706 | GA | 4636 | 240 | 2080 | 3 |
| 707 | CA | 5366 | 0 | N/A | N/A |
| 708 | IL | 7548 | 0 | N/A | N/A |
| 712 | IA | 1684 | 0 | N/A | N/A |
| 713 | TX | 2172 | 0 | N/A | N/A |
| 714 | CA | 3269 | 0 | N/A | N/A |
| 715 | WI | 4275 | 0 | N/A | N/A |
| 716 | NY | 1742 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 717 | PA | 1769 | 0 | N/A | N/A |
| 718 | NY | 205 | 0 | N/A | N/A |
| 719 | CO | 3609 | 0 | N/A | N/A |
| 720 | CO | 390 | 0 | N/A | N/A |
| 724 | PA | 2204 | 0 | N/A | N/A |
| 725 | NV | 50 | 0 | N/A | N/A |
| 726 | TX | 50 | 0 | N/A | N/A |
| 727 | FL | 858 | 0 | N/A | N/A |
| 728 | FL | 50 | 0 | N/A | N/A |
| 730 | IL | 50 | 0 | N/A | N/A |
| 731 | TN | 1855 | 0 | N/A | N/A |
| 732 | NJ | 8209 | 0 | N/A | N/A |
| 734 | MI | 6431 | 0 | N/A | N/A |
| 737 | TX | 50 | 0 | N/A | N/A |
| 738 | CA | 50 | 0 | N/A | N/A |
| 740 | OH | 5572 | 0 | N/A | N/A |
| 743 | NC | 50 | 0 | N/A | N/A |
| 747 | CA | 50 | 0 | N/A | N/A |
| 754 | FL | 123 | 0 | N/A | N/A |
| 757 | VA | 2323 | 0 | N/A | N/A |
| 760 | CA | 5406 | 0 | N/A | N/A |
| 762 | GA | 50 | 0 | N/A | N/A |
| 763 | MN | 806 | 0 | N/A | N/A |
| 765 | IN | 7177 | 0 | N/A | N/A |
| 769 | MS | 1122 | 0 | N/A | N/A |
| 770 | GA | 2049 | 160 | 2089 | 3 |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 771 | DC | 50 | 0 | N/A | N/A |
| 772 | FL | 760 | 0 | N/A | N/A |
| 773 | IL | 50 | 0 | N/A | N/A |
| 774 | MA | 745 | 0 | N/A | N/A |
| 775 | NV | 2555 | 0 | N/A | N/A |
| 779 | IL | 140 | 0 | N/A | N/A |
| 781 | MA | 2479 | 0 | N/A | N/A |
| 785 | KS | 6997 | 0 | N/A | N/A |
| 786 | FL | 202 | 0 | N/A | N/A |
| 787 | PR | 582 | 0 | N/A | N/A |
| 801 | UT | 2765 | 0 | N/A | N/A |
| 802 | VT | 1315 | 0 | N/A | N/A |
| 803 | SC | 3795 | 0 | N/A | N/A |
| 804 | VA | 3598 | 0 | N/A | N/A |
| 805 | CA | 3509 | 0 | N/A | N/A |
| 806 | TX | 8284 | 0 | N/A | N/A |
| 808 | HI | 1280 | 0 | N/A | N/A |
| 810 | MI | 475 | 0 | N/A | N/A |
| 812 | IN | 5298 | 0 | N/A | N/A |
| 813 | FL | 1211 | 0 | N/A | N/A |
| 814 | PA | 3013 | 0 | N/A | N/A |
| 815 | IL | 3536 | 0 | N/A | N/A |
| 816 | MO | 5025 | 0 | N/A | N/A |
| 817 | TX | 7099 | 0 | N/A | N/A |
| 818 | CA | 921 | 0 | N/A | N/A |
| 820 | CA | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 821 | SC | 50 | 0 | N/A | N/A |
| 826 | VA | 50 | 0 | N/A | N/A |
| 828 | NC | 3861 | 0 | N/A | N/A |
| 830 | TX | 2692 | 0 | N/A | N/A |
| 831 | CA | 2219 | 0 | N/A | N/A |
| 832 | TX | 6124 | 0 | N/A | N/A |
| 835 | PA | 50 | 0 | N/A | N/A |
| 838 | NY | 50 | 0 | N/A | N/A |
| 839 | SC | 50 | 0 | N/A | N/A |
| 840 | CA | 50 | 0 | N/A | N/A |
| 843 | SC | 3775 | 0 | N/A | N/A |
| 845 | NY | 2738 | 0 | N/A | N/A |
| 847 | IL | 3674 | 100 | 2223 | 2 |
| 848 | NJ | 55 | 0 | N/A | N/A |
| 850 | FL | 2926 | 0 | N/A | N/A |
| 854 | SC | 50 | 0 | N/A | N/A |
| 856 | NJ | 4747 | 0 | N/A | N/A |
| 857 | MA | 50 | 0 | N/A | N/A |
| 858 | CA | 3015 | 20 | 2504 | 1 |
| 859 | KY | 4524 | 0 | N/A | N/A |
| 860 | CT | 10575 | 0 | N/A | N/A |
| 861 | IL | 50 | 0 | N/A | N/A |
| 862 | NJ | 330 | 0 | N/A | N/A |
| 863 | FL | 1292 | 0 | N/A | N/A |
| 864 | SC | 3287 | 0 | N/A | N/A |
| 865 | TN | 2412 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 870 | AR | 5279 | 0 | N/A | N/A |
| 872 | IL | 50 | 0 | N/A | N/A |
| 878 | PA | 50 | 0 | N/A | N/A |
| 901 | TN | 1835 | 0 | N/A | N/A |
| 903 | TX | 9842 | 0 | N/A | N/A |
| 904 | FL | 2082 | 0 | N/A | N/A |
| 906 | MI | 1707 | 0 | N/A | N/A |
| 907 | AK | 2644 | 0 | N/A | N/A |
| 908 | NJ | 6690 | 0 | N/A | N/A |
| 909 | CA | 3637 | 0 | N/A | N/A |
| 910 | NC | 3796 | 0 | N/A | N/A |
| 912 | GA | 3203 | 160 | 2107 | 4 |
| 913 | KS | 2585 | 0 | N/A | N/A |
| 914 | NY | 1989 | 0 | N/A | N/A |
| 915 | TX | 1013 | 0 | N/A | N/A |
| 916 | CA | 2734 | 0 | N/A | N/A |
| 917 | NY | 50 | 0 | N/A | N/A |
| 918 | OK | 7561 | 0 | N/A | N/A |
| 919 | NC | 2656 | 0 | N/A | N/A |
| 920 | WI | 3623 | 0 | N/A | N/A |
| 924 | MN | 50 | 0 | N/A | N/A |
| 925 | CA | 2648 | 0 | N/A | N/A |
| 928 | AZ | 2549 | 0 | N/A | N/A |
| 929 | NY | 50 | 0 | N/A | N/A |
| 930 | IN | 50 | 0 | N/A | N/A |
| 931 | TN | 3639 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 934 | NY | 50 | 0 | N/A | N/A |
| 936 | TX | 290 | 0 | N/A | N/A |
| 937 | OH | 3853 | 0 | N/A | N/A |
| 938 | AL | 50 | 0 | N/A | N/A |
| 939 | PR | 50 | 0 | N/A | N/A |
| 940 | TX | 4379 | 0 | N/A | N/A |
| 941 | FL | 971 | 0 | N/A | N/A |
| 943 | GA | 50 | 0 | N/A | N/A |
| 945 | TX | 50 | 0 | N/A | N/A |
| 947 | MI | 1586 | 0 | N/A | N/A |
| 948 | VA | 50 | 0 | N/A | N/A |
| 949 | CA | 1131 | 0 | N/A | N/A |
| 951 | CA | 2394 | 0 | N/A | N/A |
| 952 | MN | 355 | 0 | N/A | N/A |
| 954 | FL | 2153 | 0 | N/A | N/A |
| 956 | TX | 6649 | 0 | N/A | N/A |
| 959 | CT | 50 | 0 | N/A | N/A |
| 970 | CO | 2996 | 0 | N/A | N/A |
| 971 | OR | 111 | 0 | N/A | N/A |
| 972 | TX | 4286 | 0 | N/A | N/A |
| 973 | NJ | 12165 | 0 | N/A | N/A |
| 975 | MO | 50 | 0 | N/A | N/A |
| 978 | MA | 3653 | 0 | N/A | N/A |
| 979 | TX | 2798 | 0 | N/A | N/A |
| 980 | NC | 370 | 0 | N/A | N/A |
| 983 | CO | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 984 | NC | 60 | 0 | N/A | N/A |
| 985 | LA | 2381 | 0 | N/A | N/A |
| 986 | ID | 50 | 0 | N/A | N/A |
| 989 | MI | 2465 | 0 | N/A | N/A |

**Table 1-4
Projected Exhaust of 211/511 p-ANIs by Stateⁱⁱ**

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 907 | AK | 2644 | 0 | N/A | N/A |
| 205 | AL | 5114 | 0 | N/A | N/A |
| 251 | AL | 1676 | 0 | N/A | N/A |
| 256 | AL | 3520 | 0 | N/A | N/A |
| 334 | AL | 4818 | 0 | N/A | N/A |
| 659 | AL | 50 | 0 | N/A | N/A |
| 938 | AL | 50 | 0 | N/A | N/A |
| 327 | AR | 50 | 0 | N/A | N/A |
| 479 | AR | 3256 | 0 | N/A | N/A |
| 501 | AR | 6423 | 0 | N/A | N/A |
| 870 | AR | 5279 | 0 | N/A | N/A |
| 480 | AZ | 520 | 0 | N/A | N/A |
| 520 | AZ | 2485 | 0 | N/A | N/A |
| 602 | AZ | 2536 | 0 | N/A | N/A |
| 623 | AZ | 136 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 928 | AZ | 2549 | 0 | N/A | N/A |
| 209 | CA | 4639 | 0 | N/A | N/A |
| 213 | CA | 3031 | 0 | N/A | N/A |
| 279 | CA | 50 | 0 | N/A | N/A |
| 310 | CA | 2663 | 0 | N/A | N/A |
| 323 | CA | 2982 | 0 | N/A | N/A |
| 341 | CA | 50 | 0 | N/A | N/A |
| 350 | CA | 50 | 0 | N/A | N/A |
| 369 | CA | 50 | 0 | N/A | N/A |
| 408 | CA | 2309 | 0 | N/A | N/A |
| 415 | CA | 1159 | 0 | N/A | N/A |
| 424 | CA | 50 | 0 | N/A | N/A |
| 442 | CA | 90 | 0 | N/A | N/A |
| 510 | CA | 2357 | 0 | N/A | N/A |
| 530 | CA | 6893 | 0 | N/A | N/A |
| 559 | CA | 3643 | 0 | N/A | N/A |
| 562 | CA | 2332 | 0 | N/A | N/A |
| 619 | CA | 1994 | 0 | N/A | N/A |
| 626 | CA | 2671 | 0 | N/A | N/A |
| 628 | CA | 60 | 0 | N/A | N/A |
| 650 | CA | 2650 | 0 | N/A | N/A |
| 657 | CA | 60 | 0 | N/A | N/A |
| 661 | CA | 2238 | 0 | N/A | N/A |
| 669 | CA | 50 | 0 | N/A | N/A |
| 707 | CA | 5366 | 0 | N/A | N/A |
| 714 | CA | 3269 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 738 | CA | 50 | 0 | N/A | N/A |
| 747 | CA | 50 | 0 | N/A | N/A |
| 760 | CA | 5406 | 0 | N/A | N/A |
| 805 | CA | 3509 | 0 | N/A | N/A |
| 818 | CA | 921 | 0 | N/A | N/A |
| 820 | CA | 50 | 0 | N/A | N/A |
| 831 | CA | 2219 | 0 | N/A | N/A |
| 840 | CA | 50 | 0 | N/A | N/A |
| 858 | CA | 3015 | 20 | 2504 | 1 |
| 909 | CA | 3637 | 0 | N/A | N/A |
| 916 | CA | 2734 | 0 | N/A | N/A |
| 925 | CA | 2648 | 0 | N/A | N/A |
| 949 | CA | 1131 | 0 | N/A | N/A |
| 951 | CA | 2394 | 0 | N/A | N/A |
| 303 | CO | 3283 | 0 | N/A | N/A |
| 719 | CO | 3609 | 0 | N/A | N/A |
| 720 | CO | 390 | 0 | N/A | N/A |
| 970 | CO | 2996 | 0 | N/A | N/A |
| 983 | CO | 50 | 0 | N/A | N/A |
| 203 | CT | 6494 | 0 | N/A | N/A |
| 475 | CT | 1795 | 0 | N/A | N/A |
| 860 | CT | 10575 | 0 | N/A | N/A |
| 959 | CT | 50 | 0 | N/A | N/A |
| 202 | DC | 459 | 0 | N/A | N/A |
| 771 | DC | 50 | 0 | N/A | N/A |
| 302 | DE | 1479 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 239 | FL | 1211 | 0 | N/A | N/A |
| 305 | FL | 1992 | 0 | N/A | N/A |
| 321 | FL | 1952 | 0 | N/A | N/A |
| 324 | FL | 50 | 0 | N/A | N/A |
| 352 | FL | 2183 | 0 | N/A | N/A |
| 386 | FL | 1595 | 0 | N/A | N/A |
| 407 | FL | 1918 | 0 | N/A | N/A |
| 448 | FL | 50 | 0 | N/A | N/A |
| 561 | FL | 2892 | 0 | N/A | N/A |
| 645 | FL | 50 | 0 | N/A | N/A |
| 656 | FL | 50 | 0 | N/A | N/A |
| 689 | FL | 50 | 0 | N/A | N/A |
| 727 | FL | 858 | 0 | N/A | N/A |
| 728 | FL | 50 | 0 | N/A | N/A |
| 754 | FL | 123 | 0 | N/A | N/A |
| 772 | FL | 760 | 0 | N/A | N/A |
| 786 | FL | 202 | 0 | N/A | N/A |
| 813 | FL | 1211 | 0 | N/A | N/A |
| 850 | FL | 2926 | 0 | N/A | N/A |
| 863 | FL | 1292 | 0 | N/A | N/A |
| 904 | FL | 2082 | 0 | N/A | N/A |
| 941 | FL | 971 | 0 | N/A | N/A |
| 954 | FL | 2153 | 0 | N/A | N/A |
| 229 | GA | 3314 | 160 | 2090 | 3 |
| 404 | GA | 2009 | 240 | 2062 | 1 |
| 470 | GA | 173 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 478 | GA | 2206 | 180 | 2092 | 2 |
| 678 | GA | 6363 | 80 | 2281 | 3 |
| 706 | GA | 4636 | 240 | 2080 | 3 |
| 762 | GA | 50 | 0 | N/A | N/A |
| 770 | GA | 2049 | 160 | 2089 | 3 |
| 912 | GA | 3203 | 160 | 2107 | 4 |
| 943 | GA | 50 | 0 | N/A | N/A |
| 808 | HI | 1280 | 0 | N/A | N/A |
| 319 | IA | 1361 | 0 | N/A | N/A |
| 515 | IA | 6873 | 0 | N/A | N/A |
| 563 | IA | 1087 | 0 | N/A | N/A |
| 641 | IA | 2003 | 0 | N/A | N/A |
| 712 | IA | 1684 | 0 | N/A | N/A |
| 208 | ID | 5876 | 0 | N/A | N/A |
| 986 | ID | 50 | 0 | N/A | N/A |
| 217 | IL | 4632 | 0 | N/A | N/A |
| 224 | IL | 8287 | 0 | N/A | N/A |
| 309 | IL | 4218 | 0 | N/A | N/A |
| 312 | IL | 3920 | 0 | N/A | N/A |
| 447 | IL | 50 | 0 | N/A | N/A |
| 464 | IL | 50 | 0 | N/A | N/A |
| 618 | IL | 9396 | 0 | N/A | N/A |
| 630 | IL | 3990 | 0 | N/A | N/A |
| 708 | IL | 7548 | 0 | N/A | N/A |
| 730 | IL | 50 | 0 | N/A | N/A |
| 773 | IL | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 779 | IL | 140 | 0 | N/A | N/A |
| 815 | IL | 3536 | 0 | N/A | N/A |
| 847 | IL | 3674 | 100 | 2223 | 2 |
| 861 | IL | 50 | 0 | N/A | N/A |
| 872 | IL | 50 | 0 | N/A | N/A |
| 219 | IN | 2578 | 0 | N/A | N/A |
| 260 | IN | 1454 | 0 | N/A | N/A |
| 317 | IN | 3374 | 0 | N/A | N/A |
| 463 | IN | 50 | 0 | N/A | N/A |
| 574 | IN | 1828 | 0 | N/A | N/A |
| 765 | IN | 7177 | 0 | N/A | N/A |
| 812 | IN | 5298 | 0 | N/A | N/A |
| 930 | IN | 50 | 0 | N/A | N/A |
| 316 | KS | 4880 | 0 | N/A | N/A |
| 620 | KS | 2643 | 0 | N/A | N/A |
| 785 | KS | 6997 | 0 | N/A | N/A |
| 913 | KS | 2585 | 0 | N/A | N/A |
| 270 | KY | 4556 | 0 | N/A | N/A |
| 364 | KY | 110 | 0 | N/A | N/A |
| 502 | KY | 1956 | 0 | N/A | N/A |
| 606 | KY | 4009 | 0 | N/A | N/A |
| 859 | KY | 4524 | 0 | N/A | N/A |
| 225 | LA | 1735 | 0 | N/A | N/A |
| 318 | LA | 3595 | 0 | N/A | N/A |
| 337 | LA | 2125 | 0 | N/A | N/A |
| 504 | LA | 1001 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 985 | LA | 2381 | 0 | N/A | N/A |
| 339 | MA | 50 | 0 | N/A | N/A |
| 351 | MA | 60 | 0 | N/A | N/A |
| 413 | MA | 3604 | 0 | N/A | N/A |
| 508 | MA | 6558 | 0 | N/A | N/A |
| 617 | MA | 979 | 0 | N/A | N/A |
| 774 | MA | 745 | 0 | N/A | N/A |
| 781 | MA | 2479 | 0 | N/A | N/A |
| 857 | MA | 50 | 0 | N/A | N/A |
| 978 | MA | 3653 | 0 | N/A | N/A |
| 227 | MD | 50 | 0 | N/A | N/A |
| 240 | MD | 521 | 0 | N/A | N/A |
| 301 | MD | 1247 | 0 | N/A | N/A |
| 410 | MD | 3967 | 0 | N/A | N/A |
| 443 | MD | 100 | 0 | N/A | N/A |
| 667 | MD | 85 | 0 | N/A | N/A |
| 207 | ME | 6936 | 0 | N/A | N/A |
| 231 | MI | 3440 | 0 | N/A | N/A |
| 248 | MI | 4683 | 0 | N/A | N/A |
| 269 | MI | 1592 | 0 | N/A | N/A |
| 313 | MI | 696 | 0 | N/A | N/A |
| 517 | MI | 371 | 0 | N/A | N/A |
| 586 | MI | 150 | 0 | N/A | N/A |
| 616 | MI | 3284 | 0 | N/A | N/A |
| 734 | MI | 6431 | 0 | N/A | N/A |
| 810 | MI | 475 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 906 | MI | 1707 | 0 | N/A | N/A |
| 947 | MI | 1586 | 0 | N/A | N/A |
| 989 | MI | 2465 | 0 | N/A | N/A |
| 218 | MN | 2895 | 0 | N/A | N/A |
| 320 | MN | 965 | 0 | N/A | N/A |
| 507 | MN | 2305 | 0 | N/A | N/A |
| 612 | MN | 2550 | 0 | N/A | N/A |
| 651 | MN | 408 | 0 | N/A | N/A |
| 763 | MN | 806 | 0 | N/A | N/A |
| 924 | MN | 50 | 0 | N/A | N/A |
| 952 | MN | 355 | 0 | N/A | N/A |
| 235 | MO | 50 | 0 | N/A | N/A |
| 314 | MO | 10060 | 0 | N/A | N/A |
| 417 | MO | 4525 | 0 | N/A | N/A |
| 557 | MO | 50 | 0 | N/A | N/A |
| 573 | MO | 3900 | 0 | N/A | N/A |
| 636 | MO | 2173 | 0 | N/A | N/A |
| 660 | MO | 2760 | 0 | N/A | N/A |
| 816 | MO | 5025 | 0 | N/A | N/A |
| 975 | MO | 50 | 0 | N/A | N/A |
| 228 | MS | 2062 | 0 | N/A | N/A |
| 601 | MS | 3979 | 0 | N/A | N/A |
| 662 | MS | 10598 | 0 | N/A | N/A |
| 769 | MS | 1122 | 0 | N/A | N/A |
| 406 | MT | 5099 | 20 | 2417 | 4 |
| 252 | NC | 4594 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 336 | NC | 2857 | 0 | N/A | N/A |
| 472 | NC | 50 | 0 | N/A | N/A |
| 704 | NC | 2333 | 0 | N/A | N/A |
| 743 | NC | 50 | 0 | N/A | N/A |
| 828 | NC | 3861 | 0 | N/A | N/A |
| 910 | NC | 3796 | 0 | N/A | N/A |
| 919 | NC | 2656 | 0 | N/A | N/A |
| 980 | NC | 370 | 0 | N/A | N/A |
| 984 | NC | 60 | 0 | N/A | N/A |
| 701 | ND | 2319 | 0 | N/A | N/A |
| 308 | NE | 3141 | 0 | N/A | N/A |
| 402 | NE | 8498 | 0 | N/A | N/A |
| 531 | NE | 50 | 0 | N/A | N/A |
| 603 | NH | 813 | 0 | N/A | N/A |
| 201 | NJ | 8219 | 0 | N/A | N/A |
| 551 | NJ | 120 | 0 | N/A | N/A |
| 609 | NJ | 9078 | 0 | N/A | N/A |
| 640 | NJ | 50 | 0 | N/A | N/A |
| 732 | NJ | 8209 | 0 | N/A | N/A |
| 848 | NJ | 55 | 0 | N/A | N/A |
| 856 | NJ | 4747 | 0 | N/A | N/A |
| 862 | NJ | 330 | 0 | N/A | N/A |
| 908 | NJ | 6690 | 0 | N/A | N/A |
| 973 | NJ | 12165 | 0 | N/A | N/A |
| 505 | NM | 3333 | 0 | N/A | N/A |
| 575 | NM | 1849 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 702 | NV | 945 | 0 | N/A | N/A |
| 725 | NV | 50 | 0 | N/A | N/A |
| 775 | NV | 2555 | 0 | N/A | N/A |
| 212 | NY | 2911 | 0 | N/A | N/A |
| 315 | NY | 6941 | 0 | N/A | N/A |
| 329 | NY | 50 | 0 | N/A | N/A |
| 331 | NY | 75 | 0 | N/A | N/A |
| 332 | NY | 50 | 0 | N/A | N/A |
| 347 | NY | 50 | 0 | N/A | N/A |
| 363 | NY | 50 | 0 | N/A | N/A |
| 516 | NY | 737 | 0 | N/A | N/A |
| 518 | NY | 5241 | 0 | N/A | N/A |
| 585 | NY | 1373 | 0 | N/A | N/A |
| 607 | NY | 2466 | 0 | N/A | N/A |
| 624 | NY | 50 | 0 | N/A | N/A |
| 631 | NY | 1382 | 0 | N/A | N/A |
| 646 | NY | 50 | 0 | N/A | N/A |
| 680 | NY | 50 | 0 | N/A | N/A |
| 716 | NY | 1742 | 0 | N/A | N/A |
| 718 | NY | 205 | 0 | N/A | N/A |
| 838 | NY | 50 | 0 | N/A | N/A |
| 845 | NY | 2738 | 0 | N/A | N/A |
| 914 | NY | 1989 | 0 | N/A | N/A |
| 917 | NY | 50 | 0 | N/A | N/A |
| 929 | NY | 50 | 0 | N/A | N/A |
| 934 | NY | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 216 | OH | 1156 | 0 | N/A | N/A |
| 220 | OH | 50 | 0 | N/A | N/A |
| 234 | OH | 305 | 0 | N/A | N/A |
| 283 | OH | 50 | 0 | N/A | N/A |
| 326 | OH | 50 | 0 | N/A | N/A |
| 330 | OH | 6313 | 0 | N/A | N/A |
| 380 | OH | 50 | 0 | N/A | N/A |
| 419 | OH | 4775 | 0 | N/A | N/A |
| 436 | OH | 50 | 0 | N/A | N/A |
| 440 | OH | 2023 | 0 | N/A | N/A |
| 513 | OH | 3199 | 0 | N/A | N/A |
| 567 | OH | 299 | 0 | N/A | N/A |
| 614 | OH | 1807 | 0 | N/A | N/A |
| 740 | OH | 5572 | 0 | N/A | N/A |
| 937 | OH | 3853 | 0 | N/A | N/A |
| 405 | OK | 12547 | 20 | 2398 | 4 |
| 539 | OK | 50 | 0 | N/A | N/A |
| 572 | OK | 50 | 0 | N/A | N/A |
| 580 | OK | 1526 | 0 | N/A | N/A |
| 918 | OK | 7561 | 0 | N/A | N/A |
| 458 | OR | 50 | 0 | N/A | N/A |
| 503 | OR | 2850 | 0 | N/A | N/A |
| 541 | OR | 5415 | 0 | N/A | N/A |
| 971 | OR | 111 | 0 | N/A | N/A |
| 215 | PA | 1240 | 0 | N/A | N/A |
| 223 | PA | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 267 | PA | 50 | 0 | N/A | N/A |
| 272 | PA | 145 | 0 | N/A | N/A |
| 412 | PA | 513 | 0 | N/A | N/A |
| 445 | PA | 50 | 0 | N/A | N/A |
| 484 | PA | 100 | 0 | N/A | N/A |
| 570 | PA | 5064 | 0 | N/A | N/A |
| 582 | PA | 50 | 0 | N/A | N/A |
| 610 | PA | 1935 | 0 | N/A | N/A |
| 717 | PA | 1769 | 0 | N/A | N/A |
| 724 | PA | 2204 | 0 | N/A | N/A |
| 814 | PA | 3013 | 0 | N/A | N/A |
| 835 | PA | 50 | 0 | N/A | N/A |
| 878 | PA | 50 | 0 | N/A | N/A |
| 787 | PR | 582 | 0 | N/A | N/A |
| 939 | PR | 50 | 0 | N/A | N/A |
| 401 | RI | 460 | 0 | N/A | N/A |
| 803 | SC | 3795 | 0 | N/A | N/A |
| 821 | SC | 50 | 0 | N/A | N/A |
| 839 | SC | 50 | 0 | N/A | N/A |
| 843 | SC | 3775 | 0 | N/A | N/A |
| 854 | SC | 50 | 0 | N/A | N/A |
| 864 | SC | 3287 | 0 | N/A | N/A |
| 605 | SD | 2655 | 0 | N/A | N/A |
| 423 | TN | 4299 | 0 | N/A | N/A |
| 615 | TN | 3411 | 0 | N/A | N/A |
| 629 | TN | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 731 | TN | 1855 | 0 | N/A | N/A |
| 865 | TN | 2412 | 0 | N/A | N/A |
| 901 | TN | 1835 | 0 | N/A | N/A |
| 931 | TN | 3639 | 0 | N/A | N/A |
| 210 | TX | 7062 | 0 | N/A | N/A |
| 214 | TX | 7508 | 0 | N/A | N/A |
| 254 | TX | 7477 | 0 | N/A | N/A |
| 281 | TX | 10667 | 0 | N/A | N/A |
| 325 | TX | 7566 | 0 | N/A | N/A |
| 346 | TX | 50 | 0 | N/A | N/A |
| 361 | TX | 6888 | 0 | N/A | N/A |
| 409 | TX | 3623 | 0 | N/A | N/A |
| 430 | TX | 962 | 0 | N/A | N/A |
| 432 | TX | 3123 | 0 | N/A | N/A |
| 469 | TX | 3107 | 0 | N/A | N/A |
| 512 | TX | 9482 | 0 | N/A | N/A |
| 682 | TX | 6864 | 0 | N/A | N/A |
| 713 | TX | 2172 | 0 | N/A | N/A |
| 726 | TX | 50 | 0 | N/A | N/A |
| 737 | TX | 50 | 0 | N/A | N/A |
| 806 | TX | 8284 | 0 | N/A | N/A |
| 817 | TX | 7099 | 0 | N/A | N/A |
| 830 | TX | 2692 | 0 | N/A | N/A |
| 832 | TX | 6124 | 0 | N/A | N/A |
| 903 | TX | 9842 | 0 | N/A | N/A |
| 915 | TX | 1013 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 936 | TX | 290 | 0 | N/A | N/A |
| 940 | TX | 4379 | 0 | N/A | N/A |
| 945 | TX | 50 | 0 | N/A | N/A |
| 956 | TX | 6649 | 0 | N/A | N/A |
| 972 | TX | 4286 | 0 | N/A | N/A |
| 979 | TX | 2798 | 0 | N/A | N/A |
| 385 | UT | 50 | 0 | N/A | N/A |
| 435 | UT | 2275 | 0 | N/A | N/A |
| 801 | UT | 2765 | 0 | N/A | N/A |
| 276 | VA | 1960 | 0 | N/A | N/A |
| 434 | VA | 2409 | 0 | N/A | N/A |
| 540 | VA | 5068 | 0 | N/A | N/A |
| 571 | VA | 50 | 0 | N/A | N/A |
| 686 | VA | 50 | 0 | N/A | N/A |
| 703 | VA | 1443 | 0 | N/A | N/A |
| 757 | VA | 2323 | 0 | N/A | N/A |
| 804 | VA | 3598 | 0 | N/A | N/A |
| 826 | VA | 50 | 0 | N/A | N/A |
| 948 | VA | 50 | 0 | N/A | N/A |
| 340 | VI | 664 | 0 | N/A | N/A |
| 802 | VT | 1315 | 0 | N/A | N/A |
| 206 | WA | 1242 | 0 | N/A | N/A |
| 253 | WA | 825 | 0 | N/A | N/A |
| 360 | WA | 2620 | 0 | N/A | N/A |
| 425 | WA | 781 | 0 | N/A | N/A |
| 509 | WA | 3108 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 564 | WA | 50 | 0 | N/A | N/A |
| 262 | WI | 331 | 0 | N/A | N/A |
| 274 | WI | 50 | 0 | N/A | N/A |
| 353 | WI | 50 | 0 | N/A | N/A |
| 414 | WI | 5330 | 0 | N/A | N/A |
| 534 | WI | 50 | 0 | N/A | N/A |
| 608 | WI | 3193 | 0 | N/A | N/A |
| 715 | WI | 4275 | 0 | N/A | N/A |
| 920 | WI | 3623 | 0 | N/A | N/A |
| 304 | WV | 8152 | 0 | N/A | N/A |
| 681 | WV | 195 | 0 | N/A | N/A |
| 307 | WY | 3559 | 0 | N/A | N/A |

**Table 1-5
Projected Exhaust of 211/511 p-ANIs by Yearⁱⁱⁱ**

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 404 | GA | 2009 | 240 | 2062 | 1 |
| 706 | GA | 4636 | 240 | 2080 | 3 |
| 770 | GA | 2049 | 160 | 2089 | 3 |
| 229 | GA | 3314 | 160 | 2090 | 3 |
| 478 | GA | 2206 | 180 | 2092 | 2 |
| 912 | GA | 3203 | 160 | 2107 | 4 |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 847 | IL | 3674 | 100 | 2223 | 2 |
| 678 | GA | 6363 | 80 | 2281 | 3 |
| 405 | OK | 12547 | 20 | 2398 | 4 |
| 406 | MT | 5099 | 20 | 2417 | 4 |
| 858 | CA | 3015 | 20 | 2504 | 1 |
| 907 | AK | 2644 | 0 | N/A | N/A |
| 205 | AL | 5114 | 0 | N/A | N/A |
| 251 | AL | 1676 | 0 | N/A | N/A |
| 256 | AL | 3520 | 0 | N/A | N/A |
| 334 | AL | 4818 | 0 | N/A | N/A |
| 659 | AL | 50 | 0 | N/A | N/A |
| 938 | AL | 50 | 0 | N/A | N/A |
| 327 | AR | 50 | 0 | N/A | N/A |
| 479 | AR | 3256 | 0 | N/A | N/A |
| 501 | AR | 6423 | 0 | N/A | N/A |
| 870 | AR | 5279 | 0 | N/A | N/A |
| 480 | AZ | 520 | 0 | N/A | N/A |
| 520 | AZ | 2485 | 0 | N/A | N/A |
| 602 | AZ | 2536 | 0 | N/A | N/A |
| 623 | AZ | 136 | 0 | N/A | N/A |
| 928 | AZ | 2549 | 0 | N/A | N/A |
| 209 | CA | 4639 | 0 | N/A | N/A |
| 213 | CA | 3031 | 0 | N/A | N/A |
| 279 | CA | 50 | 0 | N/A | N/A |
| 310 | CA | 2663 | 0 | N/A | N/A |
| 323 | CA | 2982 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 341 | CA | 50 | 0 | N/A | N/A |
| 350 | CA | 50 | 0 | N/A | N/A |
| 369 | CA | 50 | 0 | N/A | N/A |
| 408 | CA | 2309 | 0 | N/A | N/A |
| 415 | CA | 1159 | 0 | N/A | N/A |
| 424 | CA | 50 | 0 | N/A | N/A |
| 442 | CA | 90 | 0 | N/A | N/A |
| 510 | CA | 2357 | 0 | N/A | N/A |
| 530 | CA | 6893 | 0 | N/A | N/A |
| 559 | CA | 3643 | 0 | N/A | N/A |
| 562 | CA | 2332 | 0 | N/A | N/A |
| 619 | CA | 1994 | 0 | N/A | N/A |
| 626 | CA | 2671 | 0 | N/A | N/A |
| 628 | CA | 60 | 0 | N/A | N/A |
| 650 | CA | 2650 | 0 | N/A | N/A |
| 657 | CA | 60 | 0 | N/A | N/A |
| 661 | CA | 2238 | 0 | N/A | N/A |
| 669 | CA | 50 | 0 | N/A | N/A |
| 707 | CA | 5366 | 0 | N/A | N/A |
| 714 | CA | 3269 | 0 | N/A | N/A |
| 738 | CA | 50 | 0 | N/A | N/A |
| 747 | CA | 50 | 0 | N/A | N/A |
| 760 | CA | 5406 | 0 | N/A | N/A |
| 805 | CA | 3509 | 0 | N/A | N/A |
| 818 | CA | 921 | 0 | N/A | N/A |
| 820 | CA | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 831 | CA | 2219 | 0 | N/A | N/A |
| 840 | CA | 50 | 0 | N/A | N/A |
| 909 | CA | 3637 | 0 | N/A | N/A |
| 916 | CA | 2734 | 0 | N/A | N/A |
| 925 | CA | 2648 | 0 | N/A | N/A |
| 949 | CA | 1131 | 0 | N/A | N/A |
| 951 | CA | 2394 | 0 | N/A | N/A |
| 303 | CO | 3283 | 0 | N/A | N/A |
| 719 | CO | 3609 | 0 | N/A | N/A |
| 720 | CO | 390 | 0 | N/A | N/A |
| 970 | CO | 2996 | 0 | N/A | N/A |
| 983 | CO | 50 | 0 | N/A | N/A |
| 203 | CT | 6494 | 0 | N/A | N/A |
| 475 | CT | 1795 | 0 | N/A | N/A |
| 860 | CT | 10575 | 0 | N/A | N/A |
| 959 | CT | 50 | 0 | N/A | N/A |
| 202 | DC | 459 | 0 | N/A | N/A |
| 771 | DC | 50 | 0 | N/A | N/A |
| 302 | DE | 1479 | 0 | N/A | N/A |
| 239 | FL | 1211 | 0 | N/A | N/A |
| 305 | FL | 1992 | 0 | N/A | N/A |
| 321 | FL | 1952 | 0 | N/A | N/A |
| 324 | FL | 50 | 0 | N/A | N/A |
| 352 | FL | 2183 | 0 | N/A | N/A |
| 386 | FL | 1595 | 0 | N/A | N/A |
| 407 | FL | 1918 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 448 | FL | 50 | 0 | N/A | N/A |
| 561 | FL | 2892 | 0 | N/A | N/A |
| 645 | FL | 50 | 0 | N/A | N/A |
| 656 | FL | 50 | 0 | N/A | N/A |
| 689 | FL | 50 | 0 | N/A | N/A |
| 727 | FL | 858 | 0 | N/A | N/A |
| 728 | FL | 50 | 0 | N/A | N/A |
| 754 | FL | 123 | 0 | N/A | N/A |
| 772 | FL | 760 | 0 | N/A | N/A |
| 786 | FL | 202 | 0 | N/A | N/A |
| 813 | FL | 1211 | 0 | N/A | N/A |
| 850 | FL | 2926 | 0 | N/A | N/A |
| 863 | FL | 1292 | 0 | N/A | N/A |
| 904 | FL | 2082 | 0 | N/A | N/A |
| 941 | FL | 971 | 0 | N/A | N/A |
| 954 | FL | 2153 | 0 | N/A | N/A |
| 470 | GA | 173 | 0 | N/A | N/A |
| 762 | GA | 50 | 0 | N/A | N/A |
| 943 | GA | 50 | 0 | N/A | N/A |
| 808 | HI | 1280 | 0 | N/A | N/A |
| 319 | IA | 1361 | 0 | N/A | N/A |
| 515 | IA | 6873 | 0 | N/A | N/A |
| 563 | IA | 1087 | 0 | N/A | N/A |
| 641 | IA | 2003 | 0 | N/A | N/A |
| 712 | IA | 1684 | 0 | N/A | N/A |
| 208 | ID | 5876 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 986 | ID | 50 | 0 | N/A | N/A |
| 217 | IL | 4632 | 0 | N/A | N/A |
| 224 | IL | 8287 | 0 | N/A | N/A |
| 309 | IL | 4218 | 0 | N/A | N/A |
| 312 | IL | 3920 | 0 | N/A | N/A |
| 447 | IL | 50 | 0 | N/A | N/A |
| 464 | IL | 50 | 0 | N/A | N/A |
| 618 | IL | 9396 | 0 | N/A | N/A |
| 630 | IL | 3990 | 0 | N/A | N/A |
| 708 | IL | 7548 | 0 | N/A | N/A |
| 730 | IL | 50 | 0 | N/A | N/A |
| 773 | IL | 50 | 0 | N/A | N/A |
| 779 | IL | 140 | 0 | N/A | N/A |
| 815 | IL | 3536 | 0 | N/A | N/A |
| 861 | IL | 50 | 0 | N/A | N/A |
| 872 | IL | 50 | 0 | N/A | N/A |
| 219 | IN | 2578 | 0 | N/A | N/A |
| 260 | IN | 1454 | 0 | N/A | N/A |
| 317 | IN | 3374 | 0 | N/A | N/A |
| 463 | IN | 50 | 0 | N/A | N/A |
| 574 | IN | 1828 | 0 | N/A | N/A |
| 765 | IN | 7177 | 0 | N/A | N/A |
| 812 | IN | 5298 | 0 | N/A | N/A |
| 930 | IN | 50 | 0 | N/A | N/A |
| 316 | KS | 4880 | 0 | N/A | N/A |
| 620 | KS | 2643 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 785 | KS | 6997 | 0 | N/A | N/A |
| 913 | KS | 2585 | 0 | N/A | N/A |
| 270 | KY | 4556 | 0 | N/A | N/A |
| 364 | KY | 110 | 0 | N/A | N/A |
| 502 | KY | 1956 | 0 | N/A | N/A |
| 606 | KY | 4009 | 0 | N/A | N/A |
| 859 | KY | 4524 | 0 | N/A | N/A |
| 225 | LA | 1735 | 0 | N/A | N/A |
| 318 | LA | 3595 | 0 | N/A | N/A |
| 337 | LA | 2125 | 0 | N/A | N/A |
| 504 | LA | 1001 | 0 | N/A | N/A |
| 985 | LA | 2381 | 0 | N/A | N/A |
| 339 | MA | 50 | 0 | N/A | N/A |
| 351 | MA | 60 | 0 | N/A | N/A |
| 413 | MA | 3604 | 0 | N/A | N/A |
| 508 | MA | 6558 | 0 | N/A | N/A |
| 617 | MA | 979 | 0 | N/A | N/A |
| 774 | MA | 745 | 0 | N/A | N/A |
| 781 | MA | 2479 | 0 | N/A | N/A |
| 857 | MA | 50 | 0 | N/A | N/A |
| 978 | MA | 3653 | 0 | N/A | N/A |
| 227 | MD | 50 | 0 | N/A | N/A |
| 240 | MD | 521 | 0 | N/A | N/A |
| 301 | MD | 1247 | 0 | N/A | N/A |
| 410 | MD | 3967 | 0 | N/A | N/A |
| 443 | MD | 100 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 667 | MD | 85 | 0 | N/A | N/A |
| 207 | ME | 6936 | 0 | N/A | N/A |
| 231 | MI | 3440 | 0 | N/A | N/A |
| 248 | MI | 4683 | 0 | N/A | N/A |
| 269 | MI | 1592 | 0 | N/A | N/A |
| 313 | MI | 696 | 0 | N/A | N/A |
| 517 | MI | 371 | 0 | N/A | N/A |
| 586 | MI | 150 | 0 | N/A | N/A |
| 616 | MI | 3284 | 0 | N/A | N/A |
| 734 | MI | 6431 | 0 | N/A | N/A |
| 810 | MI | 475 | 0 | N/A | N/A |
| 906 | MI | 1707 | 0 | N/A | N/A |
| 947 | MI | 1586 | 0 | N/A | N/A |
| 989 | MI | 2465 | 0 | N/A | N/A |
| 218 | MN | 2895 | 0 | N/A | N/A |
| 320 | MN | 965 | 0 | N/A | N/A |
| 507 | MN | 2305 | 0 | N/A | N/A |
| 612 | MN | 2550 | 0 | N/A | N/A |
| 651 | MN | 408 | 0 | N/A | N/A |
| 763 | MN | 806 | 0 | N/A | N/A |
| 924 | MN | 50 | 0 | N/A | N/A |
| 952 | MN | 355 | 0 | N/A | N/A |
| 235 | MO | 50 | 0 | N/A | N/A |
| 314 | MO | 10060 | 0 | N/A | N/A |
| 417 | MO | 4525 | 0 | N/A | N/A |
| 557 | MO | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 573 | MO | 3900 | 0 | N/A | N/A |
| 636 | MO | 2173 | 0 | N/A | N/A |
| 660 | MO | 2760 | 0 | N/A | N/A |
| 816 | MO | 5025 | 0 | N/A | N/A |
| 975 | MO | 50 | 0 | N/A | N/A |
| 228 | MS | 2062 | 0 | N/A | N/A |
| 601 | MS | 3979 | 0 | N/A | N/A |
| 662 | MS | 10598 | 0 | N/A | N/A |
| 769 | MS | 1122 | 0 | N/A | N/A |
| 252 | NC | 4594 | 0 | N/A | N/A |
| 336 | NC | 2857 | 0 | N/A | N/A |
| 472 | NC | 50 | 0 | N/A | N/A |
| 704 | NC | 2333 | 0 | N/A | N/A |
| 743 | NC | 50 | 0 | N/A | N/A |
| 828 | NC | 3861 | 0 | N/A | N/A |
| 910 | NC | 3796 | 0 | N/A | N/A |
| 919 | NC | 2656 | 0 | N/A | N/A |
| 980 | NC | 370 | 0 | N/A | N/A |
| 984 | NC | 60 | 0 | N/A | N/A |
| 701 | ND | 2319 | 0 | N/A | N/A |
| 308 | NE | 3141 | 0 | N/A | N/A |
| 402 | NE | 8498 | 0 | N/A | N/A |
| 531 | NE | 50 | 0 | N/A | N/A |
| 603 | NH | 813 | 0 | N/A | N/A |
| 201 | NJ | 8219 | 0 | N/A | N/A |
| 551 | NJ | 120 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 609 | NJ | 9078 | 0 | N/A | N/A |
| 640 | NJ | 50 | 0 | N/A | N/A |
| 732 | NJ | 8209 | 0 | N/A | N/A |
| 848 | NJ | 55 | 0 | N/A | N/A |
| 856 | NJ | 4747 | 0 | N/A | N/A |
| 862 | NJ | 330 | 0 | N/A | N/A |
| 908 | NJ | 6690 | 0 | N/A | N/A |
| 973 | NJ | 12165 | 0 | N/A | N/A |
| 505 | NM | 3333 | 0 | N/A | N/A |
| 575 | NM | 1849 | 0 | N/A | N/A |
| 702 | NV | 945 | 0 | N/A | N/A |
| 725 | NV | 50 | 0 | N/A | N/A |
| 775 | NV | 2555 | 0 | N/A | N/A |
| 212 | NY | 2911 | 0 | N/A | N/A |
| 315 | NY | 6941 | 0 | N/A | N/A |
| 329 | NY | 50 | 0 | N/A | N/A |
| 331 | NY | 75 | 0 | N/A | N/A |
| 332 | NY | 50 | 0 | N/A | N/A |
| 347 | NY | 50 | 0 | N/A | N/A |
| 363 | NY | 50 | 0 | N/A | N/A |
| 516 | NY | 737 | 0 | N/A | N/A |
| 518 | NY | 5241 | 0 | N/A | N/A |
| 585 | NY | 1373 | 0 | N/A | N/A |
| 607 | NY | 2466 | 0 | N/A | N/A |
| 624 | NY | 50 | 0 | N/A | N/A |
| 631 | NY | 1382 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 646 | NY | 50 | 0 | N/A | N/A |
| 680 | NY | 50 | 0 | N/A | N/A |
| 716 | NY | 1742 | 0 | N/A | N/A |
| 718 | NY | 205 | 0 | N/A | N/A |
| 838 | NY | 50 | 0 | N/A | N/A |
| 845 | NY | 2738 | 0 | N/A | N/A |
| 914 | NY | 1989 | 0 | N/A | N/A |
| 917 | NY | 50 | 0 | N/A | N/A |
| 929 | NY | 50 | 0 | N/A | N/A |
| 934 | NY | 50 | 0 | N/A | N/A |
| 216 | OH | 1156 | 0 | N/A | N/A |
| 220 | OH | 50 | 0 | N/A | N/A |
| 234 | OH | 305 | 0 | N/A | N/A |
| 283 | OH | 50 | 0 | N/A | N/A |
| 326 | OH | 50 | 0 | N/A | N/A |
| 330 | OH | 6313 | 0 | N/A | N/A |
| 380 | OH | 50 | 0 | N/A | N/A |
| 419 | OH | 4775 | 0 | N/A | N/A |
| 436 | OH | 50 | 0 | N/A | N/A |
| 440 | OH | 2023 | 0 | N/A | N/A |
| 513 | OH | 3199 | 0 | N/A | N/A |
| 567 | OH | 299 | 0 | N/A | N/A |
| 614 | OH | 1807 | 0 | N/A | N/A |
| 740 | OH | 5572 | 0 | N/A | N/A |
| 937 | OH | 3853 | 0 | N/A | N/A |
| 539 | OK | 50 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 572 | OK | 50 | 0 | N/A | N/A |
| 580 | OK | 1526 | 0 | N/A | N/A |
| 918 | OK | 7561 | 0 | N/A | N/A |
| 458 | OR | 50 | 0 | N/A | N/A |
| 503 | OR | 2850 | 0 | N/A | N/A |
| 541 | OR | 5415 | 0 | N/A | N/A |
| 971 | OR | 111 | 0 | N/A | N/A |
| 215 | PA | 1240 | 0 | N/A | N/A |
| 223 | PA | 50 | 0 | N/A | N/A |
| 267 | PA | 50 | 0 | N/A | N/A |
| 272 | PA | 145 | 0 | N/A | N/A |
| 412 | PA | 513 | 0 | N/A | N/A |
| 445 | PA | 50 | 0 | N/A | N/A |
| 484 | PA | 100 | 0 | N/A | N/A |
| 570 | PA | 5064 | 0 | N/A | N/A |
| 582 | PA | 50 | 0 | N/A | N/A |
| 610 | PA | 1935 | 0 | N/A | N/A |
| 717 | PA | 1769 | 0 | N/A | N/A |
| 724 | PA | 2204 | 0 | N/A | N/A |
| 814 | PA | 3013 | 0 | N/A | N/A |
| 835 | PA | 50 | 0 | N/A | N/A |
| 878 | PA | 50 | 0 | N/A | N/A |
| 787 | PR | 582 | 0 | N/A | N/A |
| 939 | PR | 50 | 0 | N/A | N/A |
| 401 | RI | 460 | 0 | N/A | N/A |
| 803 | SC | 3795 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 821 | SC | 50 | 0 | N/A | N/A |
| 839 | SC | 50 | 0 | N/A | N/A |
| 843 | SC | 3775 | 0 | N/A | N/A |
| 854 | SC | 50 | 0 | N/A | N/A |
| 864 | SC | 3287 | 0 | N/A | N/A |
| 605 | SD | 2655 | 0 | N/A | N/A |
| 423 | TN | 4299 | 0 | N/A | N/A |
| 615 | TN | 3411 | 0 | N/A | N/A |
| 629 | TN | 50 | 0 | N/A | N/A |
| 731 | TN | 1855 | 0 | N/A | N/A |
| 865 | TN | 2412 | 0 | N/A | N/A |
| 901 | TN | 1835 | 0 | N/A | N/A |
| 931 | TN | 3639 | 0 | N/A | N/A |
| 210 | TX | 7062 | 0 | N/A | N/A |
| 214 | TX | 7508 | 0 | N/A | N/A |
| 254 | TX | 7477 | 0 | N/A | N/A |
| 281 | TX | 10667 | 0 | N/A | N/A |
| 325 | TX | 7566 | 0 | N/A | N/A |
| 346 | TX | 50 | 0 | N/A | N/A |
| 361 | TX | 6888 | 0 | N/A | N/A |
| 409 | TX | 3623 | 0 | N/A | N/A |
| 430 | TX | 962 | 0 | N/A | N/A |
| 432 | TX | 3123 | 0 | N/A | N/A |
| 469 | TX | 3107 | 0 | N/A | N/A |
| 512 | TX | 9482 | 0 | N/A | N/A |
| 682 | TX | 6864 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 713 | TX | 2172 | 0 | N/A | N/A |
| 726 | TX | 50 | 0 | N/A | N/A |
| 737 | TX | 50 | 0 | N/A | N/A |
| 806 | TX | 8284 | 0 | N/A | N/A |
| 817 | TX | 7099 | 0 | N/A | N/A |
| 830 | TX | 2692 | 0 | N/A | N/A |
| 832 | TX | 6124 | 0 | N/A | N/A |
| 903 | TX | 9842 | 0 | N/A | N/A |
| 915 | TX | 1013 | 0 | N/A | N/A |
| 936 | TX | 290 | 0 | N/A | N/A |
| 940 | TX | 4379 | 0 | N/A | N/A |
| 945 | TX | 50 | 0 | N/A | N/A |
| 956 | TX | 6649 | 0 | N/A | N/A |
| 972 | TX | 4286 | 0 | N/A | N/A |
| 979 | TX | 2798 | 0 | N/A | N/A |
| 385 | UT | 50 | 0 | N/A | N/A |
| 435 | UT | 2275 | 0 | N/A | N/A |
| 801 | UT | 2765 | 0 | N/A | N/A |
| 276 | VA | 1960 | 0 | N/A | N/A |
| 434 | VA | 2409 | 0 | N/A | N/A |
| 540 | VA | 5068 | 0 | N/A | N/A |
| 571 | VA | 50 | 0 | N/A | N/A |
| 686 | VA | 50 | 0 | N/A | N/A |
| 703 | VA | 1443 | 0 | N/A | N/A |
| 757 | VA | 2323 | 0 | N/A | N/A |
| 804 | VA | 3598 | 0 | N/A | N/A |

| Npa | State | Total p-ANI | Forecasted p-ANI | Exhaust Year | Exhaust Quarter |
|------------|--------------|--------------------|-------------------------|---------------------|------------------------|
| 826 | VA | 50 | 0 | N/A | N/A |
| 948 | VA | 50 | 0 | N/A | N/A |
| 340 | VI | 664 | 0 | N/A | N/A |
| 802 | VT | 1315 | 0 | N/A | N/A |
| 206 | WA | 1242 | 0 | N/A | N/A |
| 253 | WA | 825 | 0 | N/A | N/A |
| 360 | WA | 2620 | 0 | N/A | N/A |
| 425 | WA | 781 | 0 | N/A | N/A |
| 509 | WA | 3108 | 0 | N/A | N/A |
| 564 | WA | 50 | 0 | N/A | N/A |
| 262 | WI | 331 | 0 | N/A | N/A |
| 274 | WI | 50 | 0 | N/A | N/A |
| 353 | WI | 50 | 0 | N/A | N/A |
| 414 | WI | 5330 | 0 | N/A | N/A |
| 534 | WI | 50 | 0 | N/A | N/A |
| 608 | WI | 3193 | 0 | N/A | N/A |
| 715 | WI | 4275 | 0 | N/A | N/A |
| 920 | WI | 3623 | 0 | N/A | N/A |
| 304 | WV | 8152 | 0 | N/A | N/A |
| 681 | WV | 195 | 0 | N/A | N/A |
| 307 | WY | 3559 | 0 | N/A | N/A |

ⁱ Based on data as of 12/31/2024.

ⁱⁱ Based on data as of 12/31/2024.

ⁱⁱⁱ Based on data as of 12/31/2024.