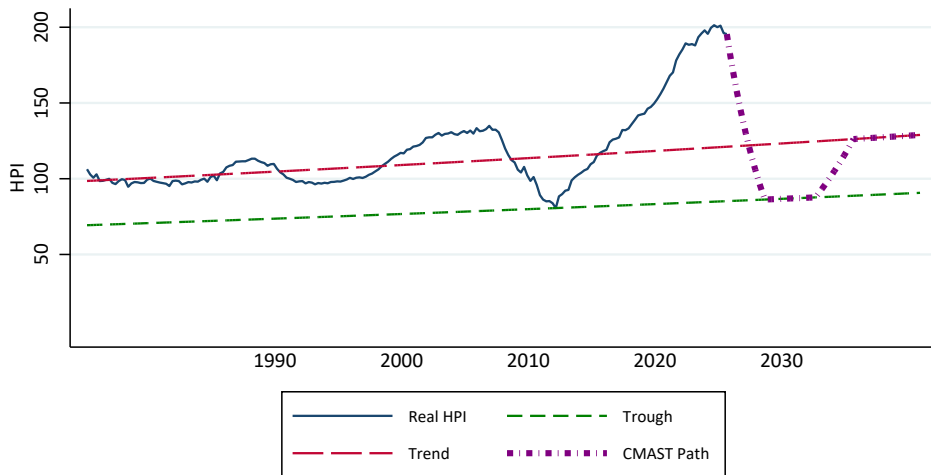


12060 - Atlanta-Sandy Springs-Alpharetta, GA Q3 2025 Scenario

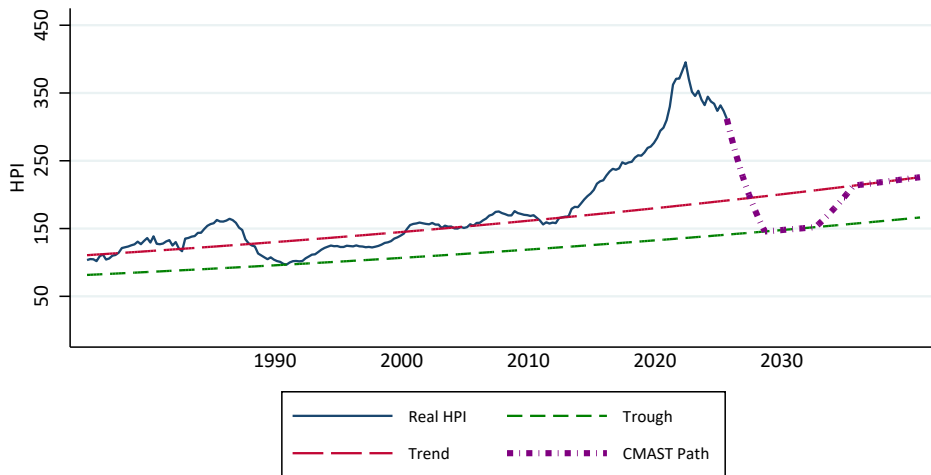
Nominal Percent Decline: 54.1%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Atlanta-Sandy Springs-Alpharetta, GA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 54.1% from current price levels.

12420 - Austin-Round Rock-Georgetown, TX Q3 2025 Scenario

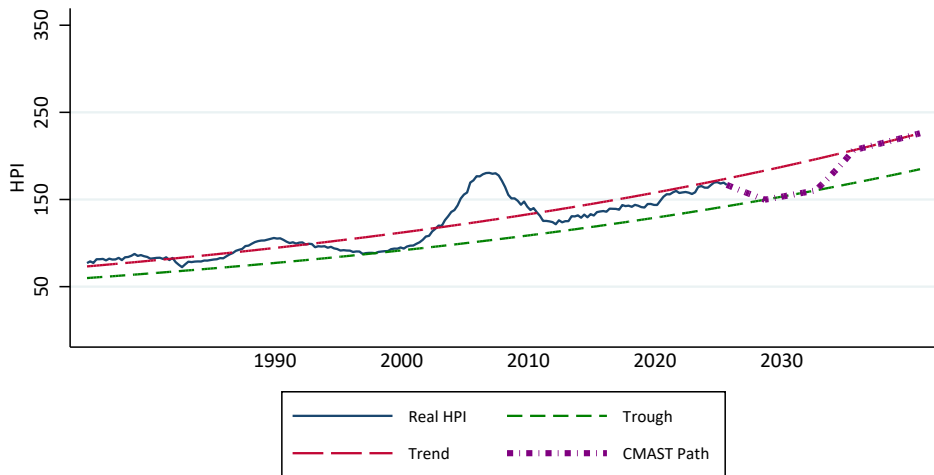
Nominal Percent Decline: 51.4%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Austin-Round Rock-Georgetown, TX. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 51.4% from current price levels.

12580 - Baltimore-Columbia-Towson, MD Q3 2025 Scenario

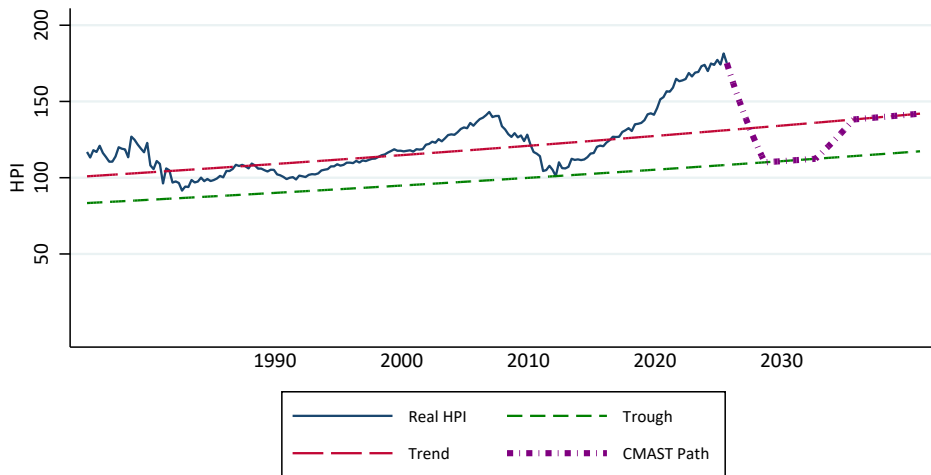
Nominal Percent Decline: 6.8%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Baltimore-Columbia-Towson, MD. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 6.8% from current price levels.

13820 - Birmingham-Hoover, AL Q3 2025 Scenario

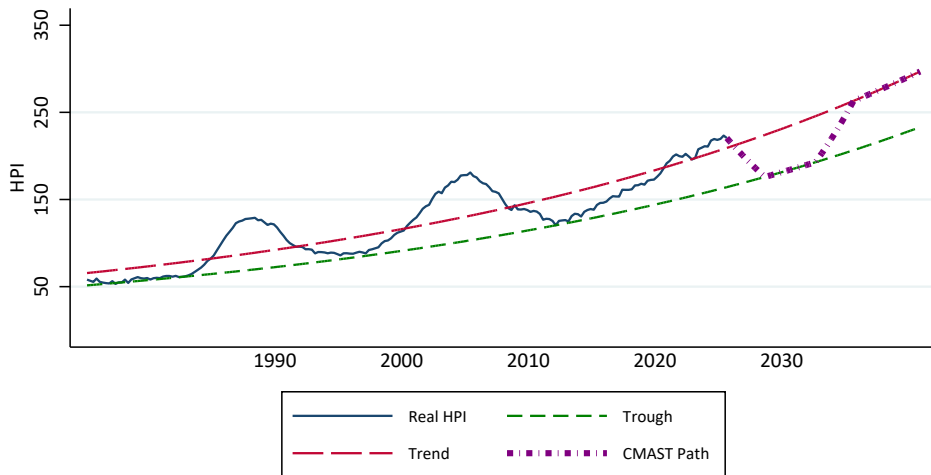
Nominal Percent Decline: 34.7%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Birmingham-Hoover, AL. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 34.7% from current price levels.

14460 - Boston-Cambridge-Newton, MA-NH Q3 2025 Scenario

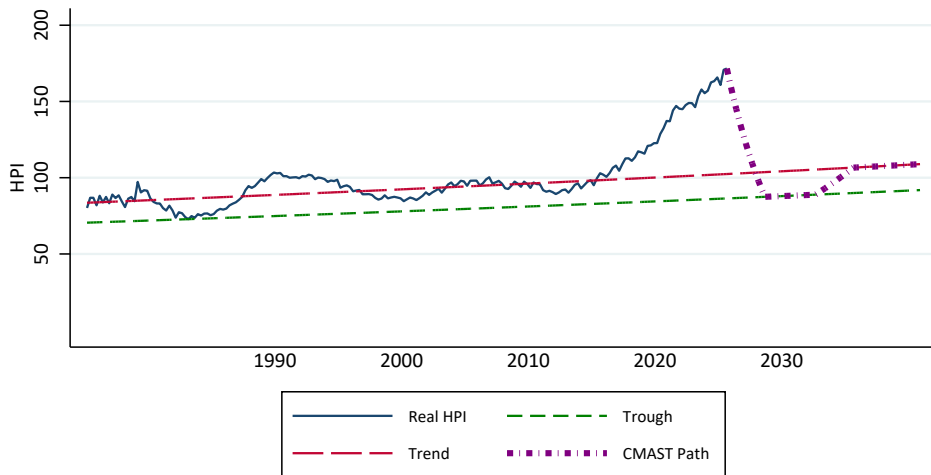
Nominal Percent Decline: 17.2%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Boston-Cambridge-Newton, MA-NH. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 17.2% from current price levels.

15380 - Buffalo-Cheektowaga, NY Q3 2025 Scenario

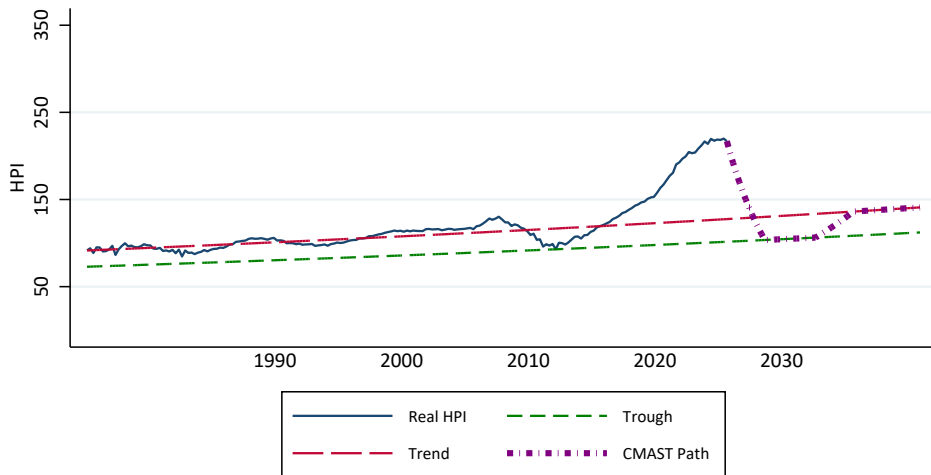
Nominal Percent Decline: 47.0%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Buffalo-Cheektowaga, NY. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 47.0% from current price levels.

16740 - Charlotte-Concord-Gastonia, NC-SC Q3 2025 Scenario

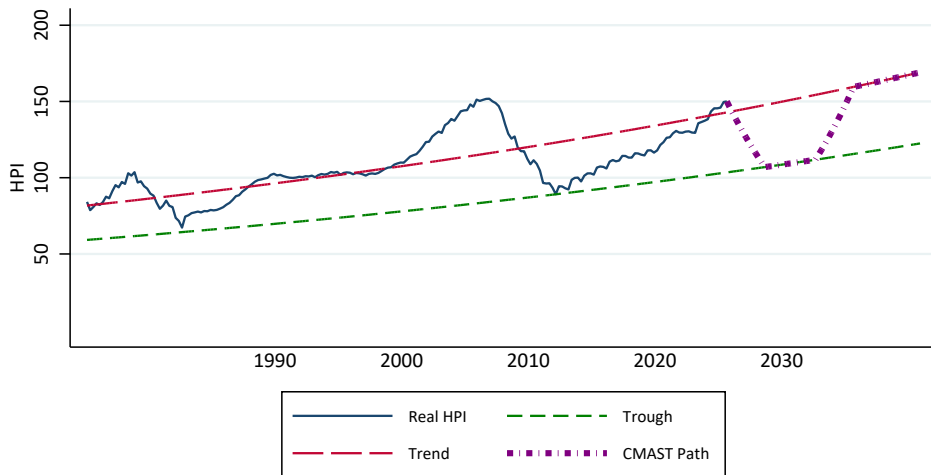
Nominal Percent Decline: 50.4%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Charlotte-Concord-Gastonia, NC-SC. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 50.4% from current price levels.

16980 - Chicago-Naperville-Elgin, IL-IN-WI Q3 2025 Scenario

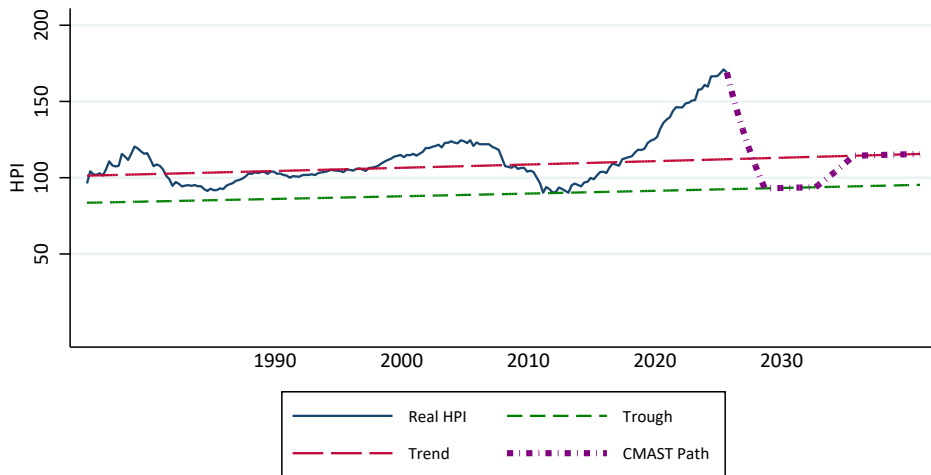
Nominal Percent Decline: 26.0%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Chicago-Naperville-Elgin, IL-IN-WI. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 26.0% from current price levels.

17140 - Cincinnati, OH-KY-IN Q3 2025 Scenario

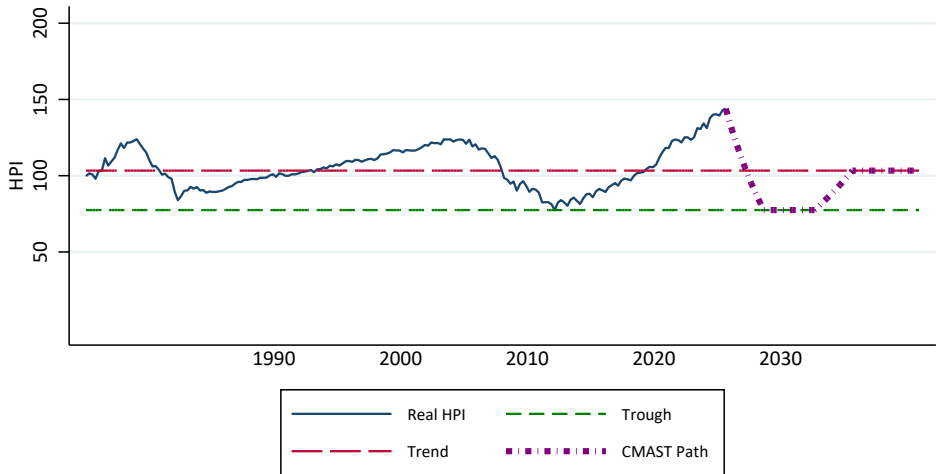
Nominal Percent Decline: 42.8%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Cincinnati, OH-KY-IN. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 42.8% from current price levels.

17410 - Cleveland-Elyria, OH Q3 2025 Scenario

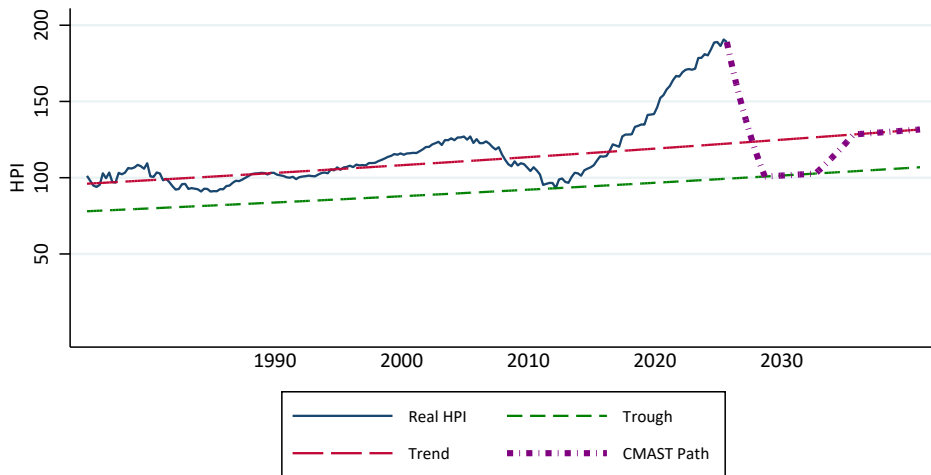
Nominal Percent Decline: 44.0%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Cleveland-Elyria, OH. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 44.0% from current price levels.

18140 - Columbus, OH Q3 2025 Scenario

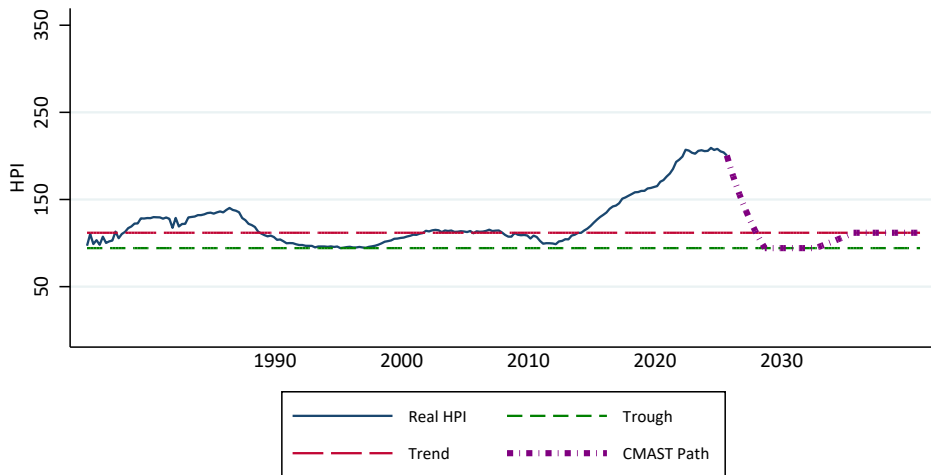
Nominal Percent Decline: 44.6%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Columbus, OH. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 44.6% from current price levels.

19100 - Dallas-Fort Worth-Arlington, TX Q3 2025 Scenario

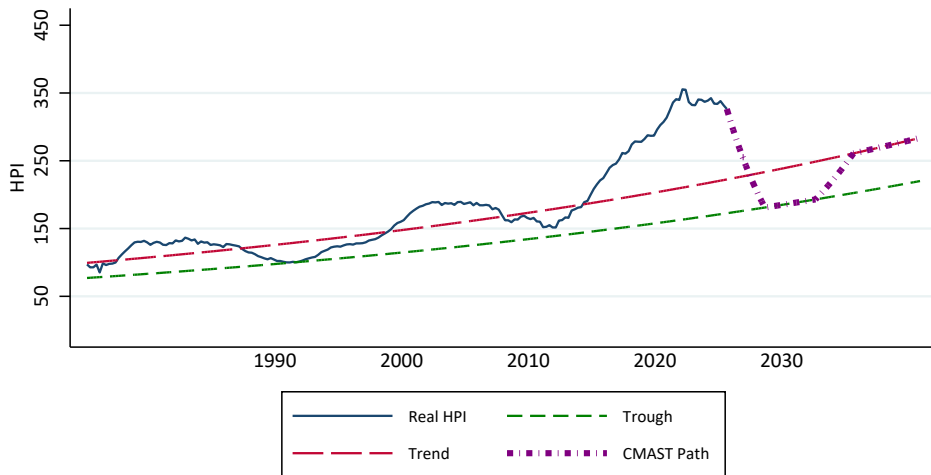
Nominal Percent Decline: 51.1%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Dallas-Fort Worth-Arlington, TX. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 51.1% from current price levels.

19740 - Denver-Aurora-Lakewood, CO Q3 2025 Scenario

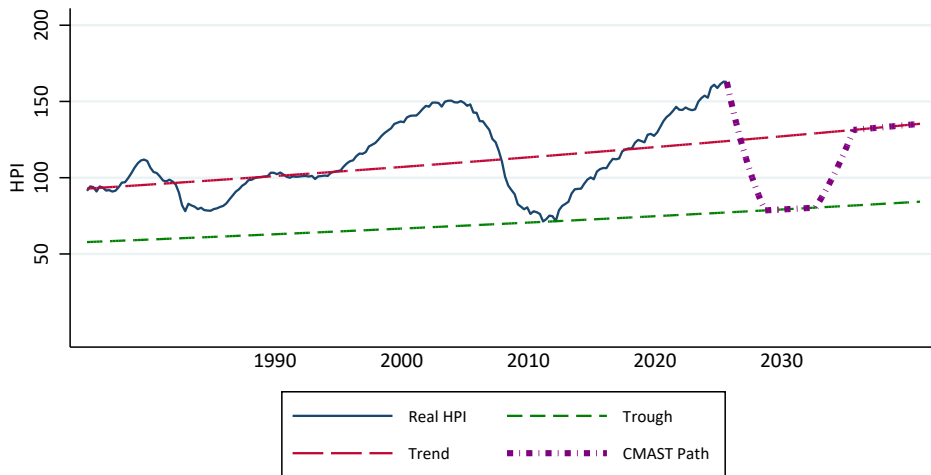
Nominal Percent Decline: 42.4%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Denver-Aurora-Lakewood, CO. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 42.4% from current price levels.

19820 - Detroit-Warren-Dearborn, MI Q3 2025 Scenario

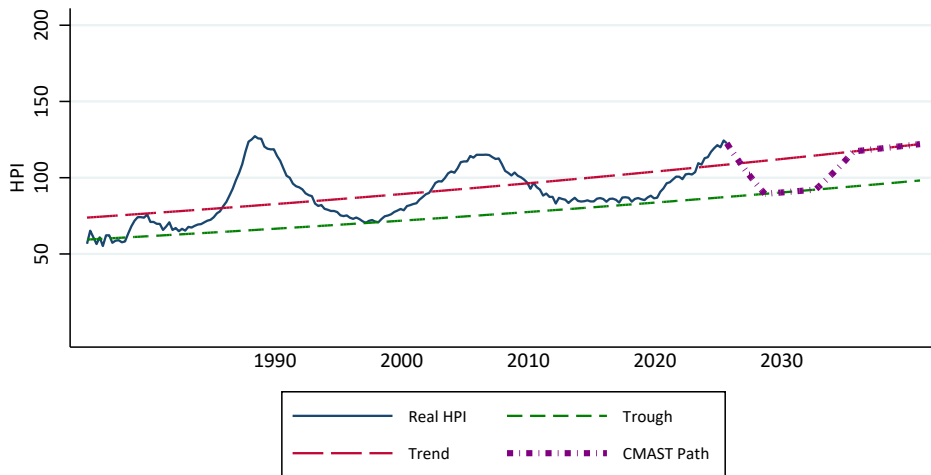
Nominal Percent Decline: 49.8%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Detroit-Warren-Dearborn, MI. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 49.8% from current price levels.

25540 - Hartford-East Hartford-Middletown, CT Q3 2025 Scenario

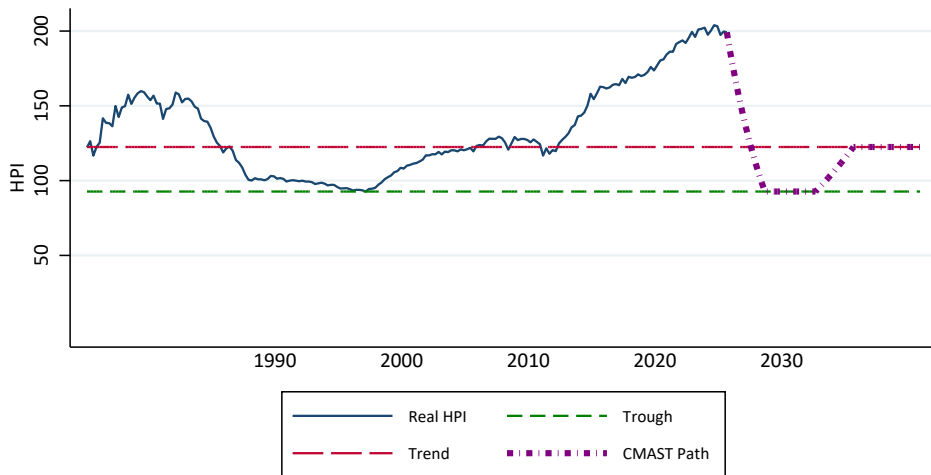
Nominal Percent Decline: 24.2%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Hartford-East Hartford-Middletown, CT. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 24.2% from current price levels.

26420 - Houston-The Woodlands-Sugar Land, TX Q3 2025 Scenario

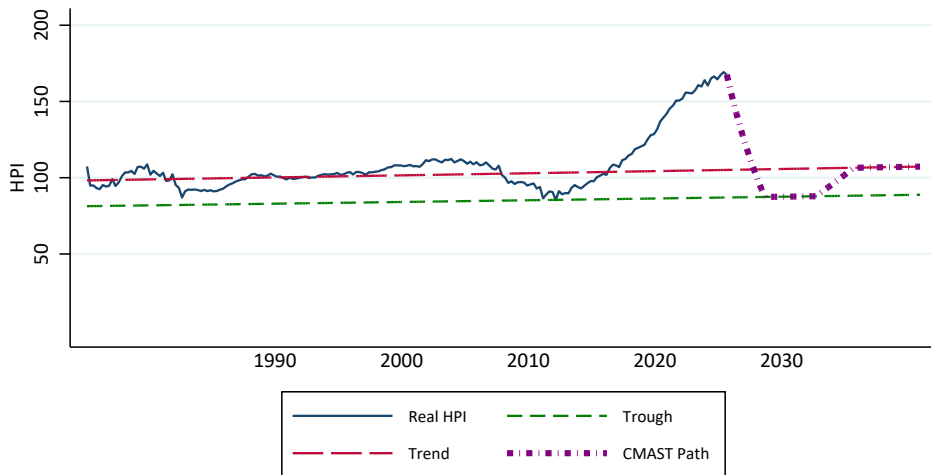
Nominal Percent Decline: 51.6%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Houston-The Woodlands-Sugar Land, TX. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 51.6% from current price levels.

26900 - Indianapolis-Carmel-Anderson, IN Q3 2025 Scenario

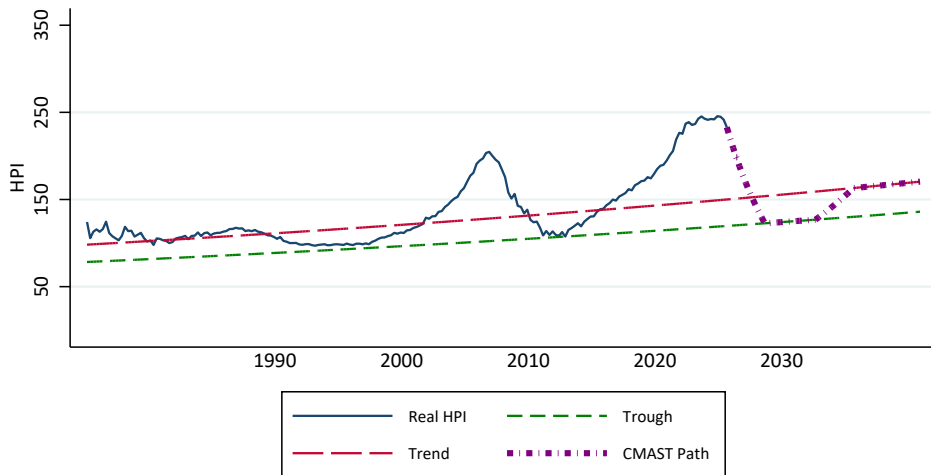
Nominal Percent Decline: 45.8%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Indianapolis-Carmel-Anderson, IN. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 45.8% from current price levels.

27260 - Jacksonville, FL Q3 2025 Scenario

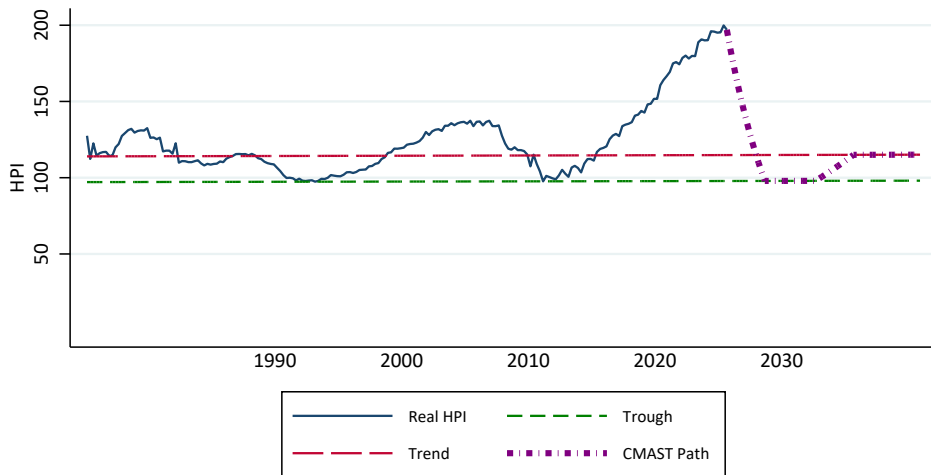
Nominal Percent Decline: 45.2%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Jacksonville, FL. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 45.2% from current price levels.

28140 - Kansas City, MO-KS Q3 2025 Scenario

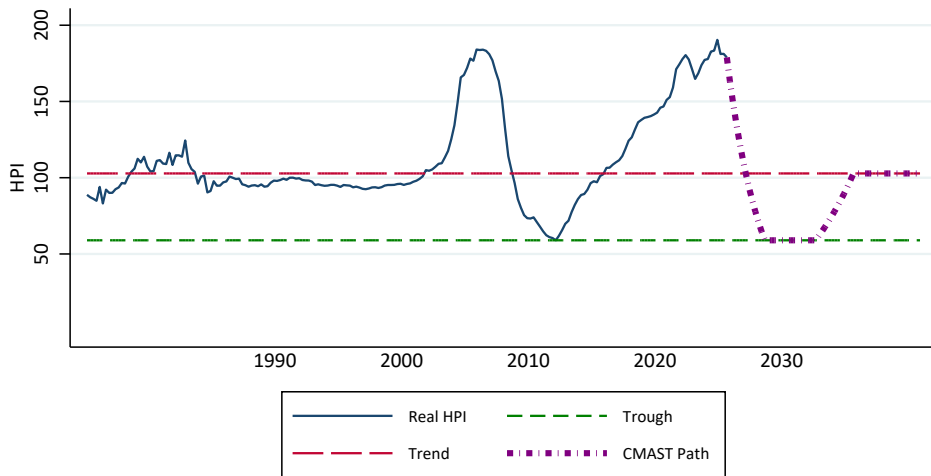
Nominal Percent Decline: 48.3%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Kansas City, MO-KS. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 48.3% from current price levels.

29820 - Las Vegas-Henderson-Paradise, NV Q3 2025 Scenario

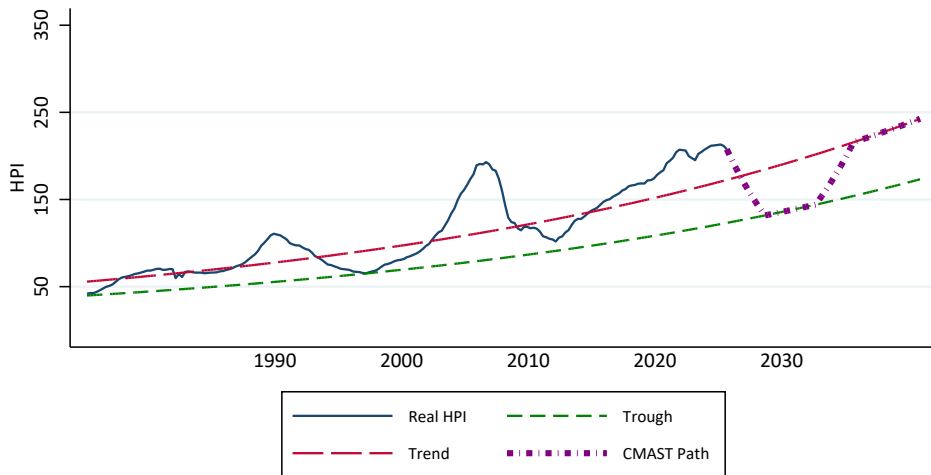
Nominal Percent Decline: 65.7%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Las Vegas-Henderson-Paradise, NV. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 65.7% from current price levels.

31080 - Los Angeles-Long Beach-Anaheim, CA Q3 2025 Scenario

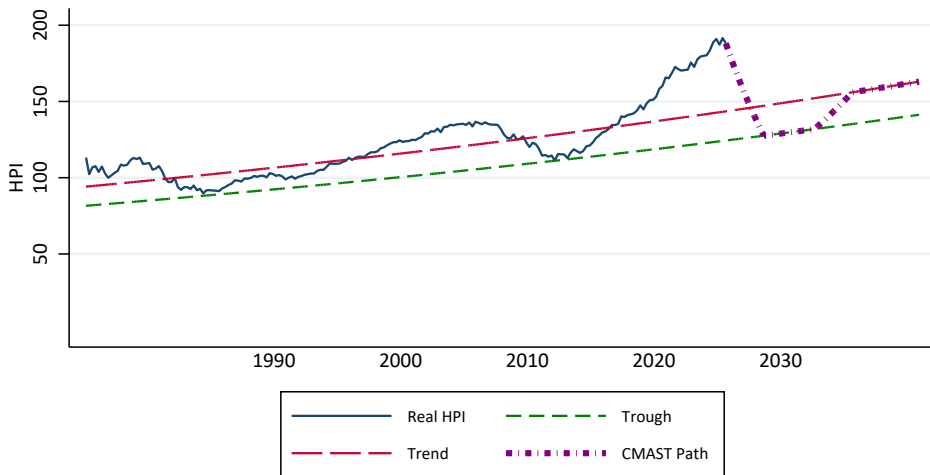
Nominal Percent Decline: 34.1%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Los Angeles-Long Beach-Anaheim, CA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 34.1% from current price levels.

31140 - Louisville-Jefferson County, KY-IN Q3 2025 Scenario

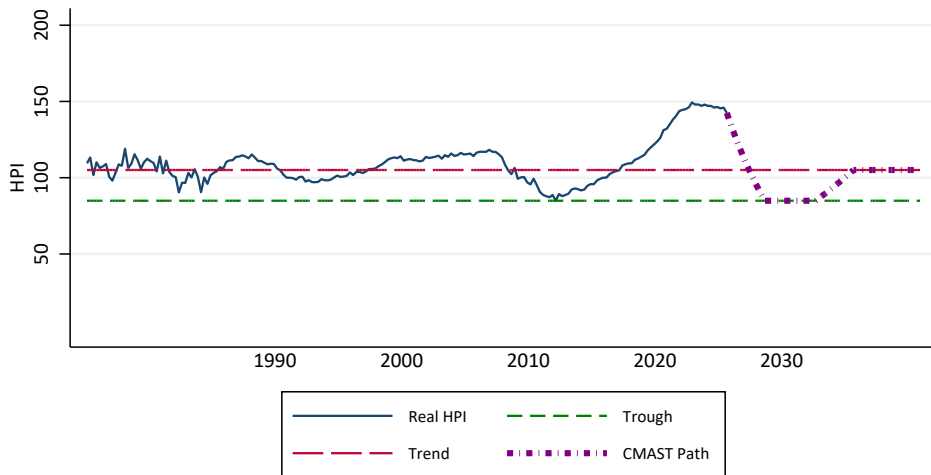
Nominal Percent Decline: 29.6%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Louisville-Jefferson County, KY-IN. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 29.6% from current price levels.

32820 - Memphis, TN-MS-AR Q3 2025 Scenario

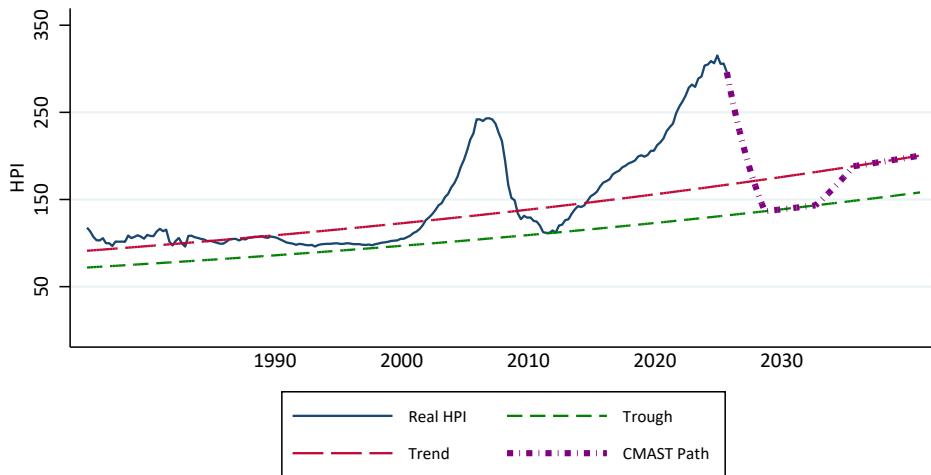
Nominal Percent Decline: 38.1%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Memphis, TN-MS-AR. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 38.1% from current price levels.

33100 - Miami-Fort Lauderdale-Pompano Beach, FL Q3 2025 Scenario

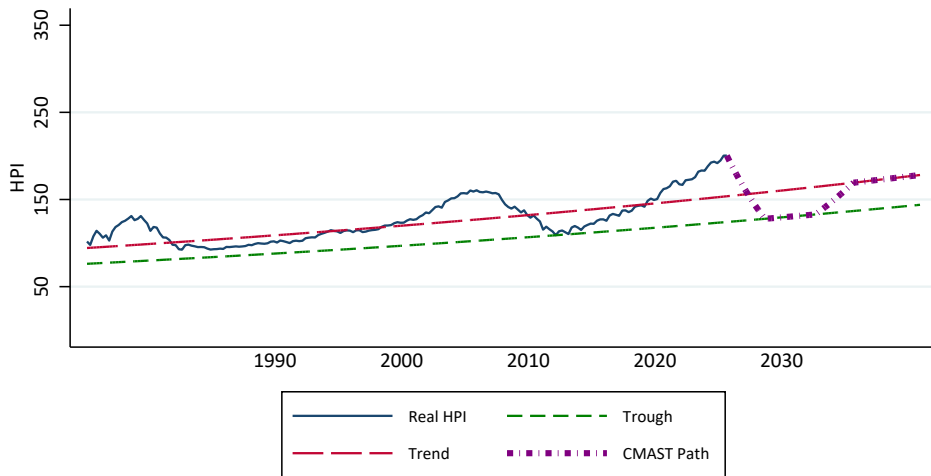
Nominal Percent Decline: 52.0%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Miami-Fort Lauderdale-Pompano Beach, FL. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 52.0% from current price levels.

33340 - Milwaukee-Waukesha, WI Q3 2025 Scenario

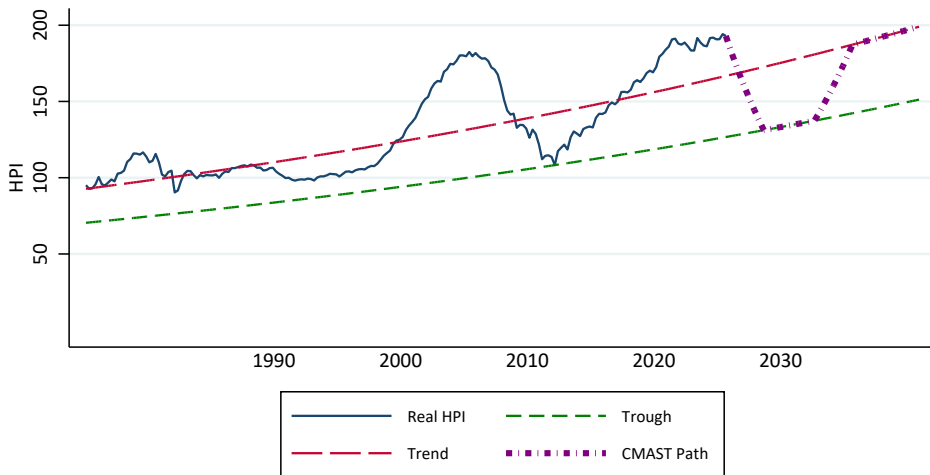
Nominal Percent Decline: 33.7%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Milwaukee-Waukesha, WI. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 33.7% from current price levels.

33460 - Minneapolis-St. Paul-Bloomington, MN-WI Q3 2025 Scenario

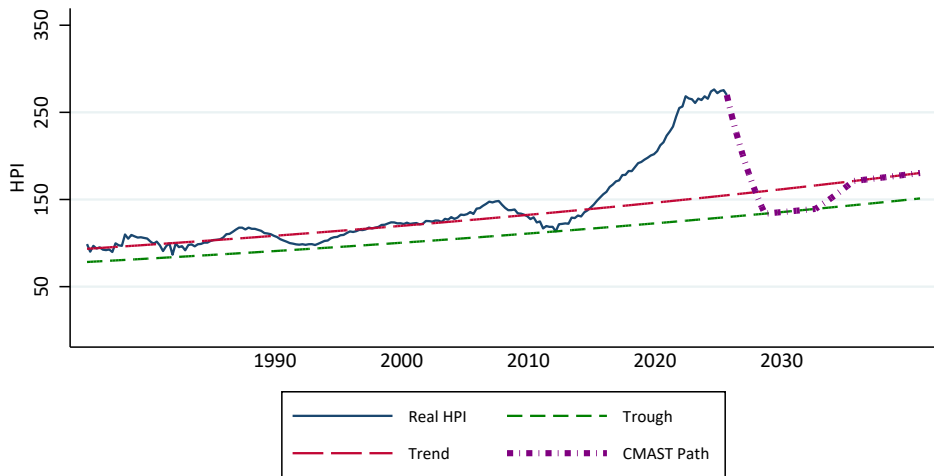
Nominal Percent Decline: 29.4%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Minneapolis-St. Paul-Bloomington, MN-WI. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 29.4% from current price levels.

34980 - Nashville-Davidson--Murfreesboro--Franklin, TN Q3 2025 Scenario

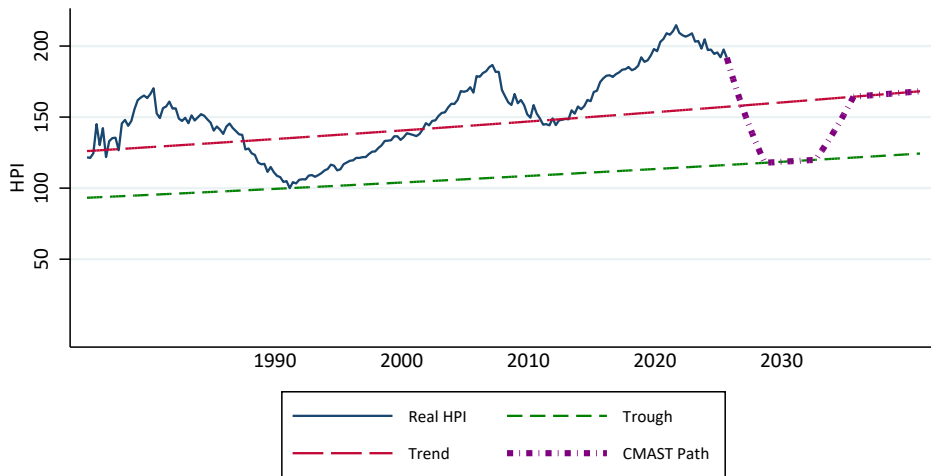
Nominal Percent Decline: 48.5%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Nashville-Davidson--Murfreesboro--Franklin, TN. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 48.5% from current price levels.

35380 - New Orleans-Metairie, LA Q3 2025 Scenario

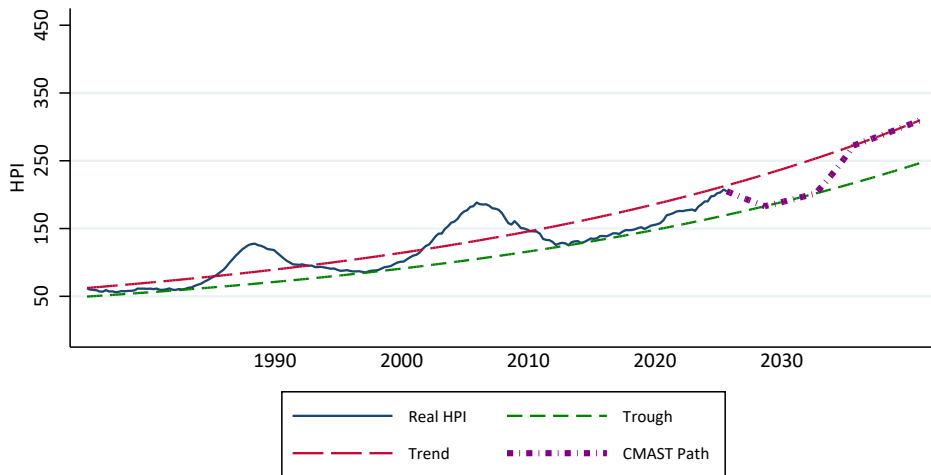
Nominal Percent Decline: 36.2%



The graph above shows real HPI from Q1 1975 through Q3 2025 for New Orleans-Metairie, LA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 36.2% from current price levels.

35620 - New York-Newark-Jersey City, NY-NJ-PA Q3 2025 Scenario

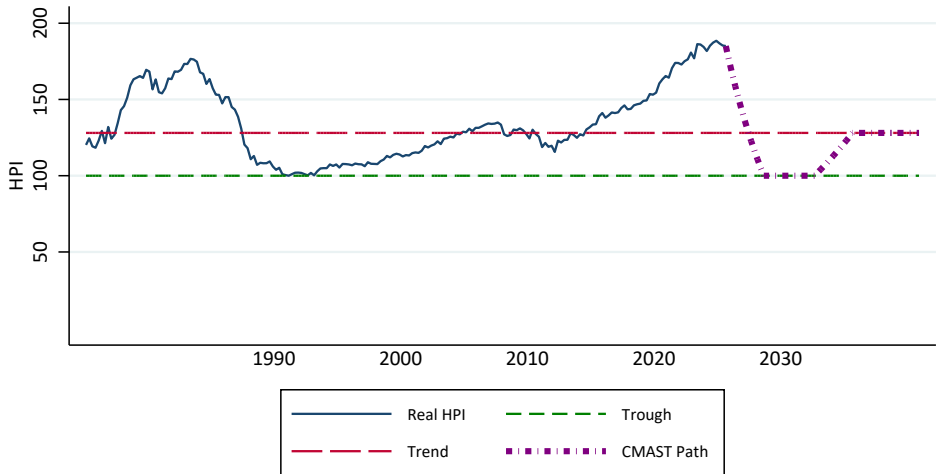
Nominal Percent Decline: 7.3%



The graph above shows real HPI from Q1 1975 through Q3 2025 for New York-Newark-Jersey City, NY-NJ-PA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 7.3% from current price levels.

36420 - Oklahoma City, OK Q3 2025 Scenario

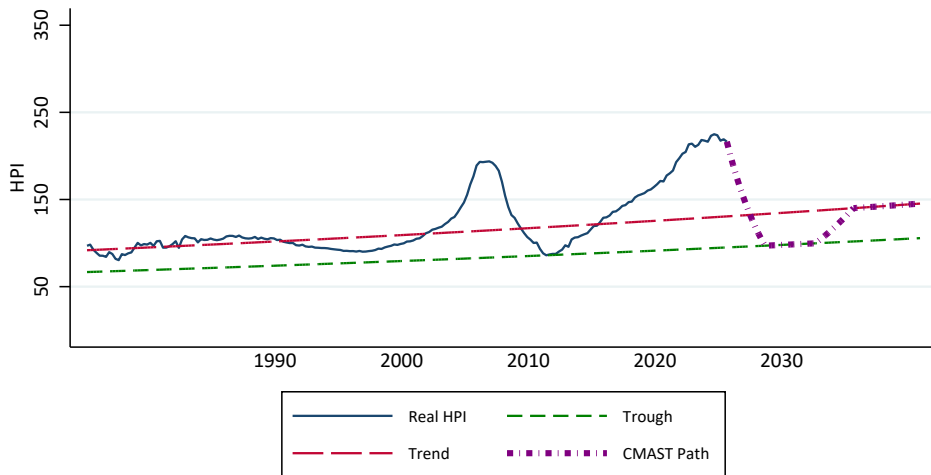
Nominal Percent Decline: 43.8%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Oklahoma City, OK. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 43.8% from current price levels.

36740 - Orlando-Kissimmee-Sanford, FL Q3 2025 Scenario

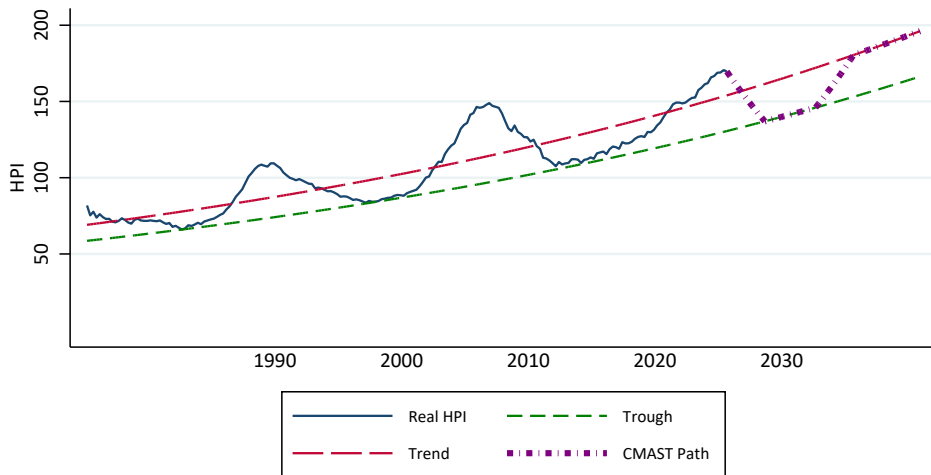
Nominal Percent Decline: 53.4%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Orlando-Kissimmee-Sanford, FL. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 53.4% from current price levels.

37980 - Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Q3 2025 Scenario

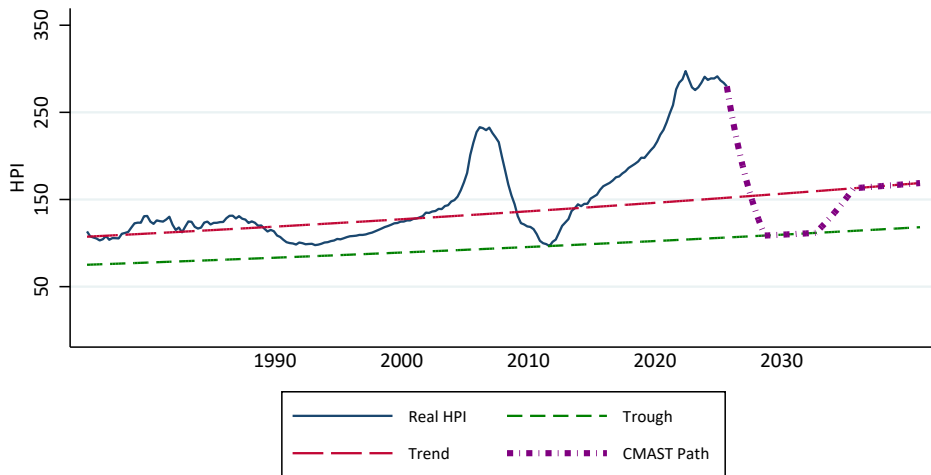
Nominal Percent Decline: 16.2%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Philadelphia-Camden-Wilmington, PA-NJ-DE-MD. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 16.2% from current price levels.

38060 - Phoenix-Mesa-Chandler, AZ Q3 2025 Scenario

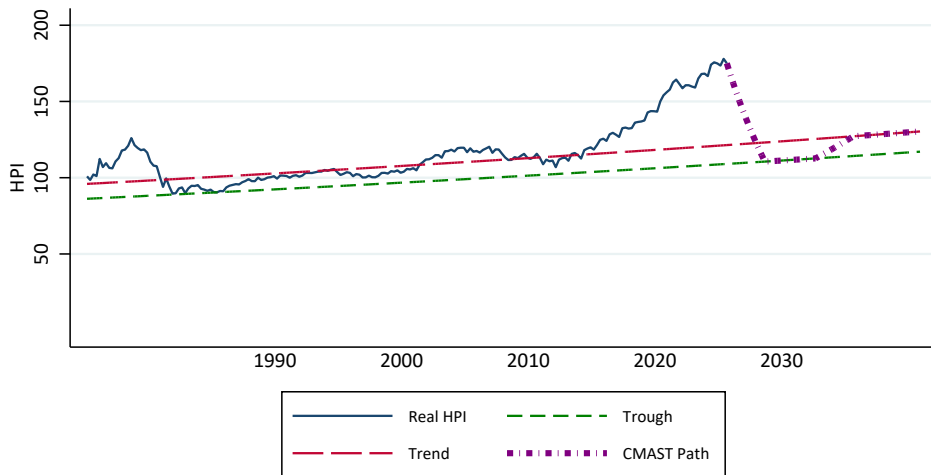
Nominal Percent Decline: 59.6%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Phoenix-Mesa-Chandler, AZ. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 59.6% from current price levels.

38300 - Pittsburgh, PA Q3 2025 Scenario

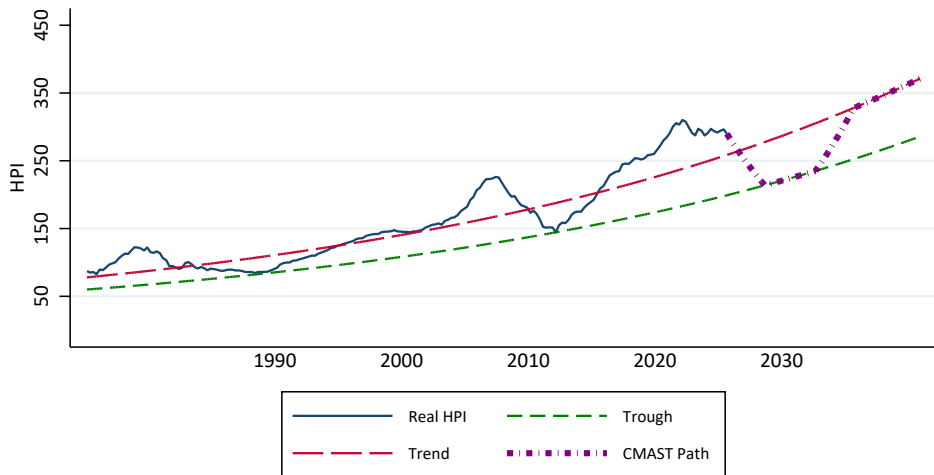
Nominal Percent Decline: 34.4%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Pittsburgh, PA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 34.4% from current price levels.

38900 - Portland-Vancouver-Hillsboro, OR-WA Q3 2025 Scenario

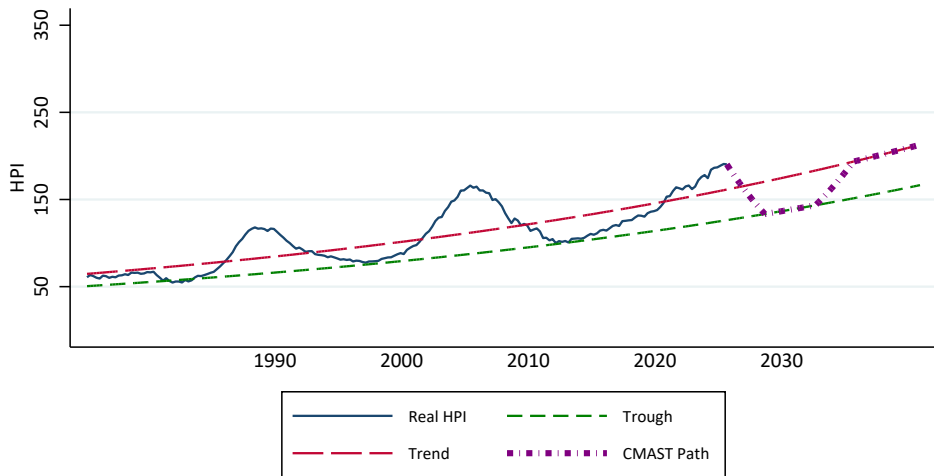
Nominal Percent Decline: 23.5%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Portland-Vancouver-Hillsboro, OR-WA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 23.5% from current price levels.

39300 - Providence-Warwick, RI-MA Q3 2025 Scenario

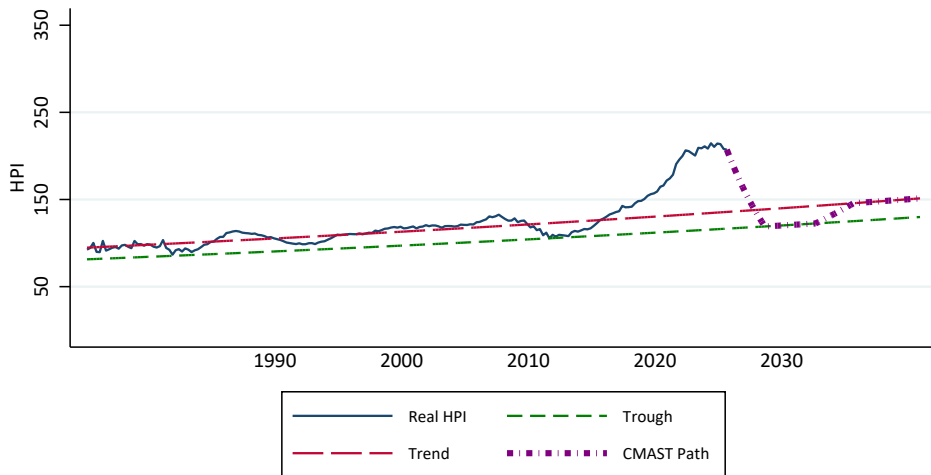
Nominal Percent Decline: 27.3%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Providence-Warwick, RI-MA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 27.3% from current price levels.

39580 - Raleigh-Cary, NC Q3 2025 Scenario

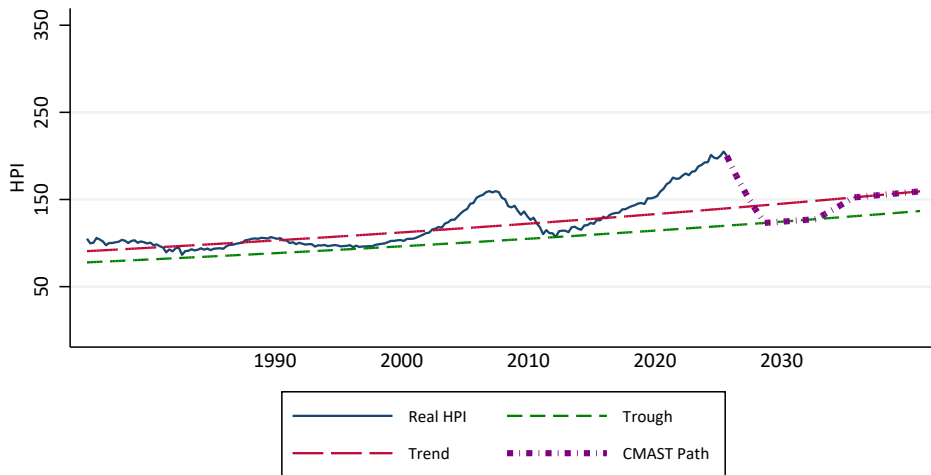
Nominal Percent Decline: 40.3%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Raleigh-Cary, NC. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 40.3% from current price levels.

40060 - Richmond, VA Q3 2025 Scenario

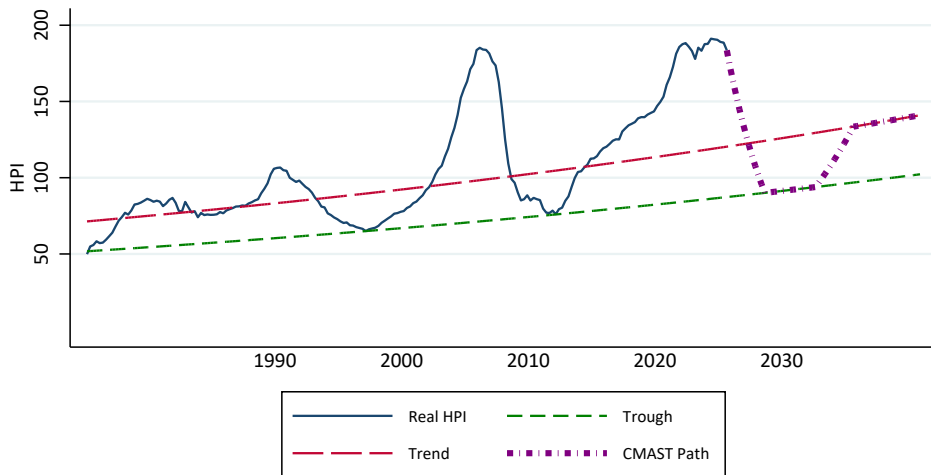
Nominal Percent Decline: 36.1%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Richmond, VA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 36.1% from current price levels.

40140 - Riverside-San Bernardino-Ontario, CA Q3 2025 Scenario

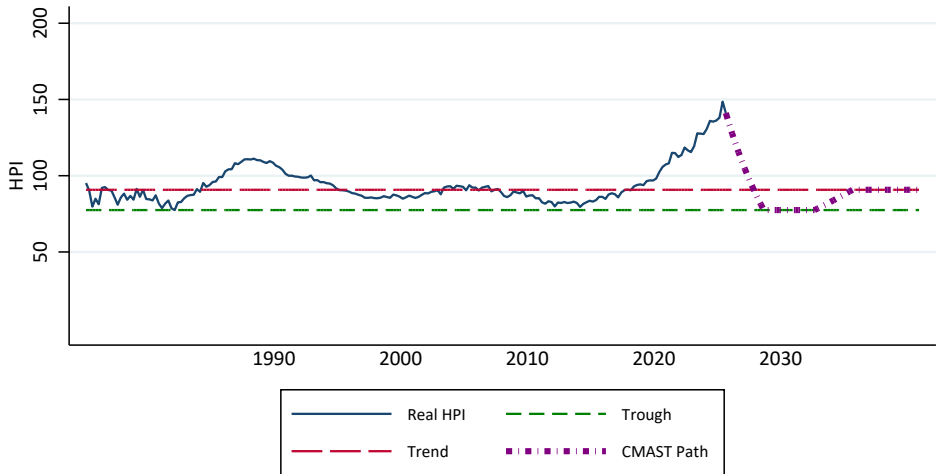
Nominal Percent Decline: 49.0%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Riverside-San Bernardino-Ontario, CA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 49.0% from current price levels.

40380 - Rochester, NY Q3 2025 Scenario

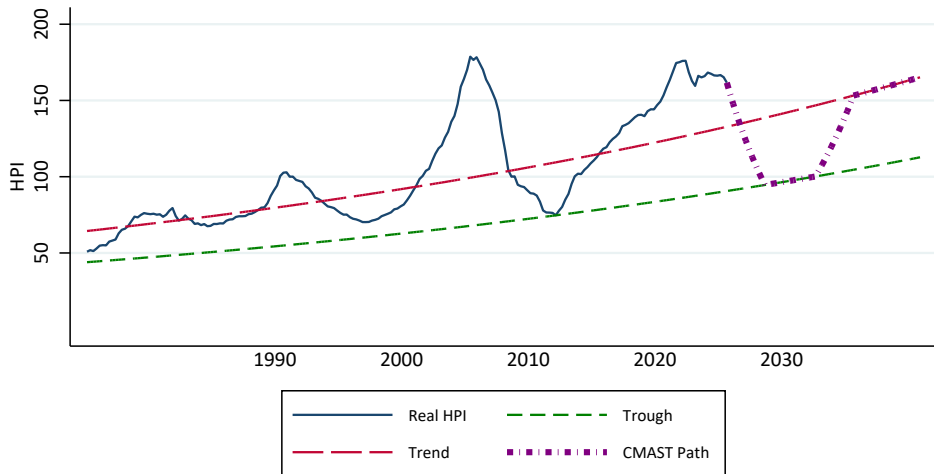
Nominal Percent Decline: 42.9%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Rochester, NY. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 42.9% from current price levels.

40900 - Sacramento-Roseville-Folsom, CA Q3 2025 Scenario

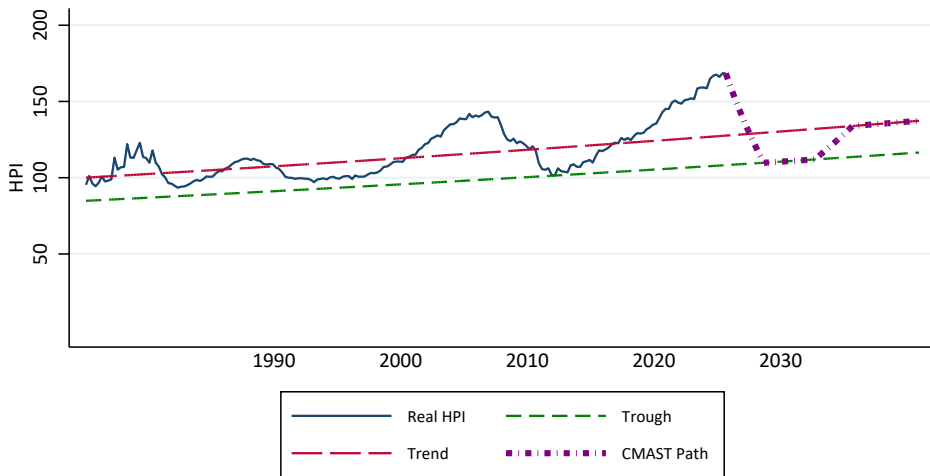
Nominal Percent Decline: 39.2%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Sacramento-Roseville-Folsom, CA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 39.2% from current price levels.

41180 - St. Louis, MO-IL Q3 2025 Scenario

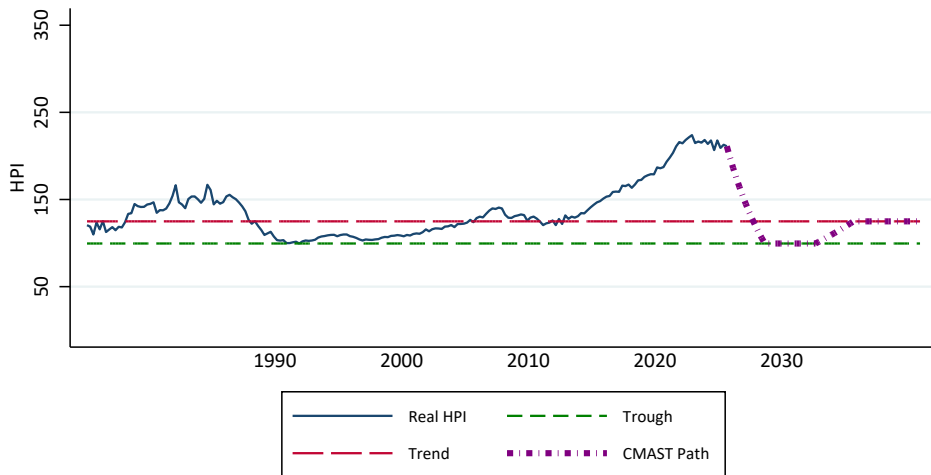
Nominal Percent Decline: 32.3%



The graph above shows real HPI from Q1 1975 through Q3 2025 for St. Louis, MO-IL. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 32.3% from current price levels.

41700 - San Antonio-New Braunfels, TX Q3 2025 Scenario

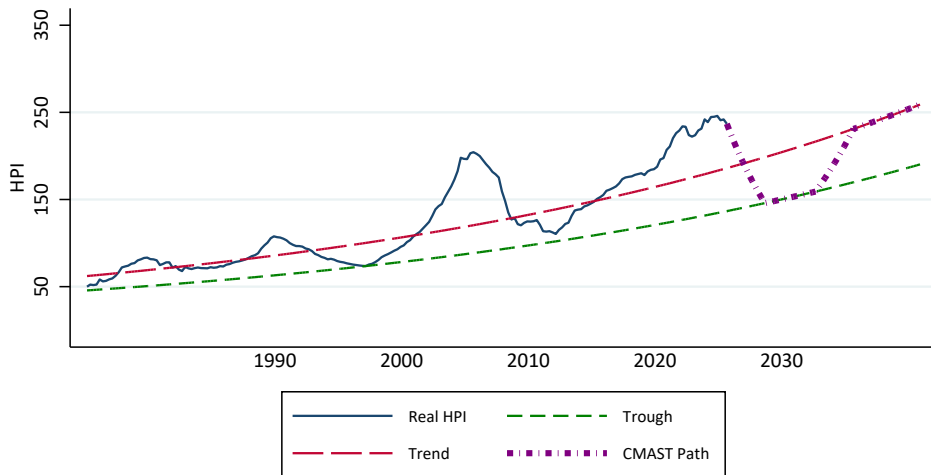
Nominal Percent Decline: 51.0%



The graph above shows real HPI from Q1 1975 through Q3 2025 for San Antonio-New Braunfels, TX. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 51.0% from current price levels.

41740 - San Diego-Chula Vista-Carlsbad, CA Q3 2025 Scenario

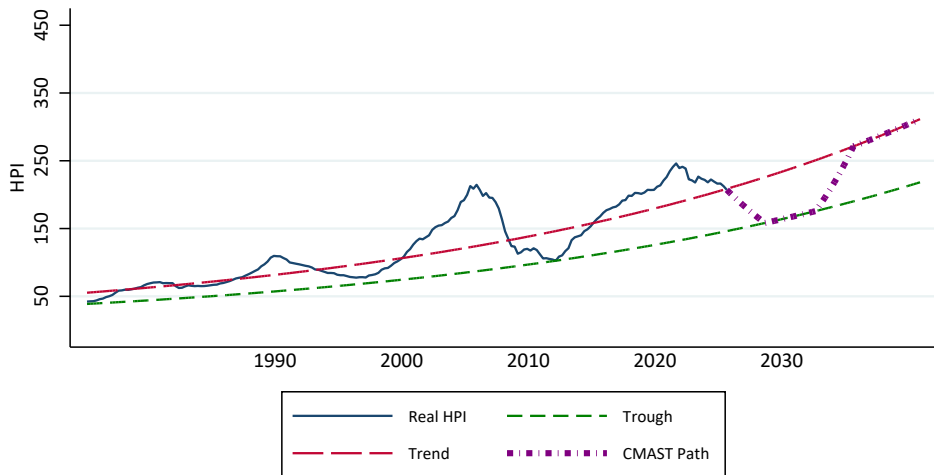
Nominal Percent Decline: 36.0%



The graph above shows real HPI from Q1 1975 through Q3 2025 for San Diego-Chula Vista-Carlsbad, CA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 36.0% from current price levels.

41860 - San Francisco-Oakland-Berkeley, CA Q3 2025 Scenario

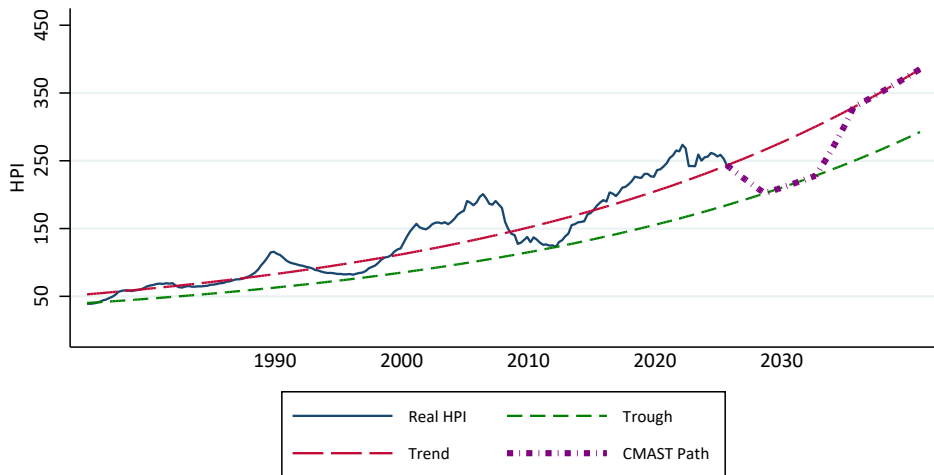
Nominal Percent Decline: 20.7%



The graph above shows real HPI from Q1 1975 through Q3 2025 for San Francisco-Oakland-Berkeley, CA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 20.7% from current price levels.

41940 - San Jose-Sunnyvale-Santa Clara, CA Q3 2025 Scenario

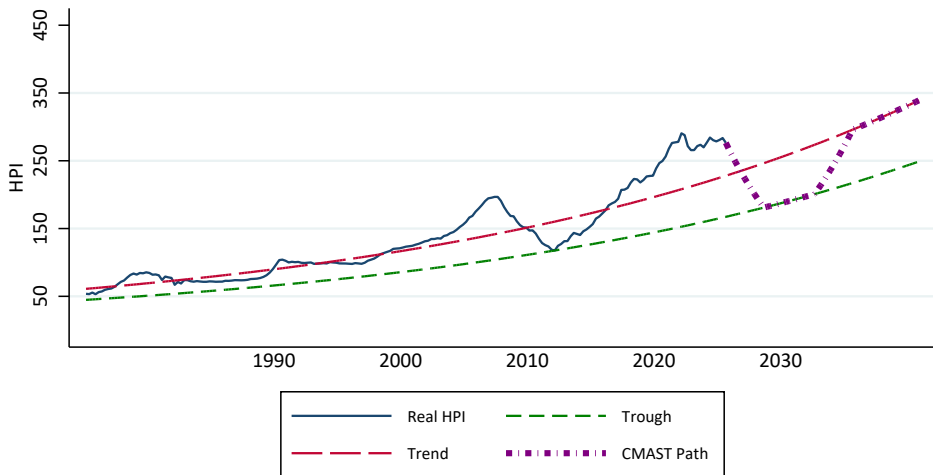
Nominal Percent Decline: 13.9%



The graph above shows real HPI from Q1 1975 through Q3 2025 for San Jose-Sunnyvale-Santa Clara, CA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 13.9% from current price levels.

42660 - Seattle-Tacoma-Bellevue, WA Q3 2025 Scenario

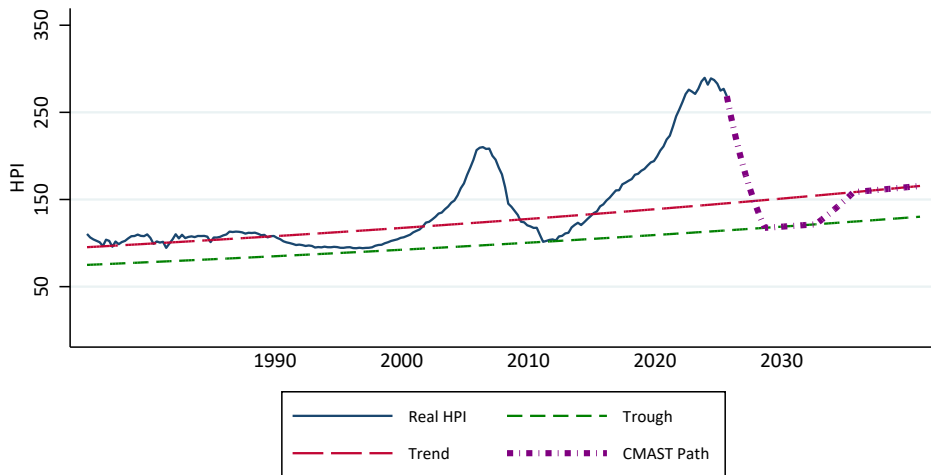
Nominal Percent Decline: 32.0%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Seattle-Tacoma-Bellevue, WA. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 32.0% from current price levels.

45300 - Tampa-St. Petersburg-Clearwater, FL Q3 2025 Scenario

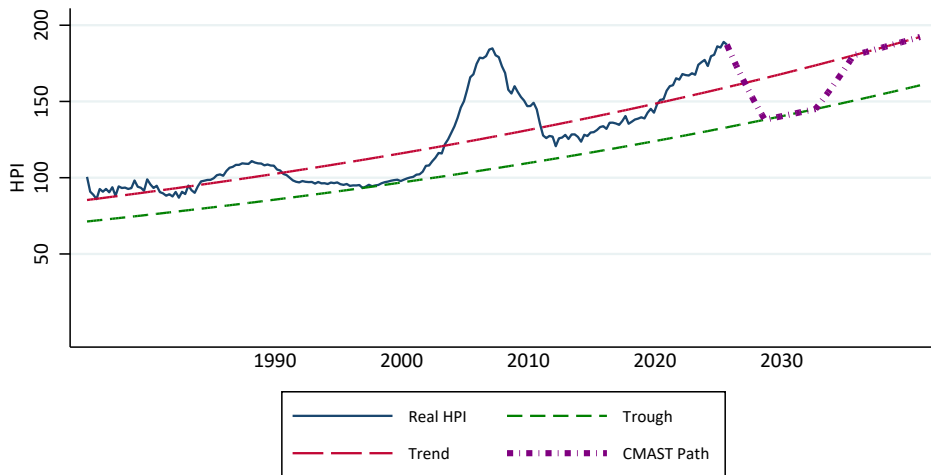
Nominal Percent Decline: 54.5%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Tampa-St. Petersburg-Clearwater, FL. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 54.5% from current price levels.

47260 - Virginia Beach-Norfolk-Newport News, VA-NC Q3 2025 Scenario

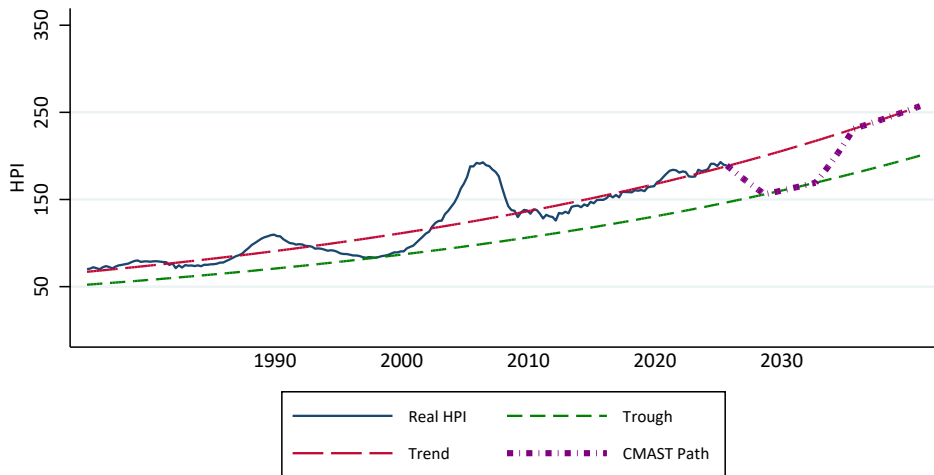
Nominal Percent Decline: 23.5%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Virginia Beach-Norfolk-Newport News, VA-NC. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 23.5% from current price levels.

47900 - Washington-Arlington-Alexandria, DC-VA-MD-WV Q3 2025 Scenario

Nominal Percent Decline: 14.4%



The graph above shows real HPI from Q1 1975 through Q3 2025 for Washington-Arlington-Alexandria, DC-VA-MD-WV. The trend line represents a long-run smoothed price path. The trough line represents the lowest prices have historically fallen below trend. The CMAST path represents a forward stress price path beginning in Q4 2025. The CMAST path is associated with a nominal price decline of 14.4% from current price levels.