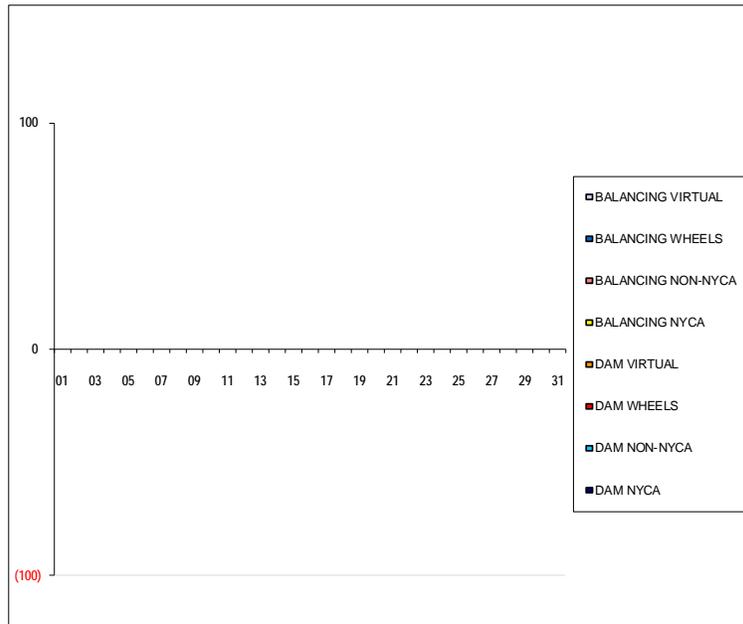


SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
 July 8, 2022

Close-Out Settlement – Market Supply Delta Analysis

|                    | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
|                    |        |         |           |          | 1      | 2        | 3      |
| DAM NYCA           |        |         |           |          | 0      | 0        | 0      |
| DAM NON-NYCA       |        |         |           |          | 0      | 0        | 0      |
| DAM WHEELS         |        |         |           |          | 0      | 0        | 0      |
| DAM VIRTUAL        |        |         |           |          | 0      | 0        | 0      |
| BALANCING NYCA     |        |         |           |          | 0      | 0        | 0      |
| BALANCING NON-NYCA |        |         |           |          | 0      | 0        | 0      |
| BALANCING WHEELS   |        |         |           |          | 0      | 0        | 0      |
| BALANCING VIRTUAL  |        |         |           |          | 0      | 0        | 0      |
|                    | 4      | 5       | 6         | 7        | 8      | 9        | 10     |
| DAM NYCA           | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM NON-NYCA       | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM WHEELS         | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM VIRTUAL        | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NYCA     | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NON-NYCA | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING WHEELS   | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING VIRTUAL  | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
|                    | 11     | 12      | 13        | 14       | 15     | 16       | 17     |
| DAM NYCA           | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM NON-NYCA       | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM WHEELS         | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM VIRTUAL        | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NYCA     | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NON-NYCA | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING WHEELS   | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING VIRTUAL  | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
|                    | 18     | 19      | 20        | 21       | 22     | 23       | 24     |
| DAM NYCA           | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM NON-NYCA       | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM WHEELS         | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM VIRTUAL        | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NYCA     | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NON-NYCA | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING WHEELS   | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING VIRTUAL  | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
|                    | 25     | 26      | 27        | 28       | 29     | 30       | 31     |
| DAM NYCA           | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM NON-NYCA       | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM WHEELS         | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM VIRTUAL        | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NYCA     | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NON-NYCA | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING WHEELS   | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING VIRTUAL  | 0      | 0       | 0         | 0        | 0      | 0        | 0      |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
 July 8, 2022

Close-Out Settlement – Market Withdrawals Delta Analysis

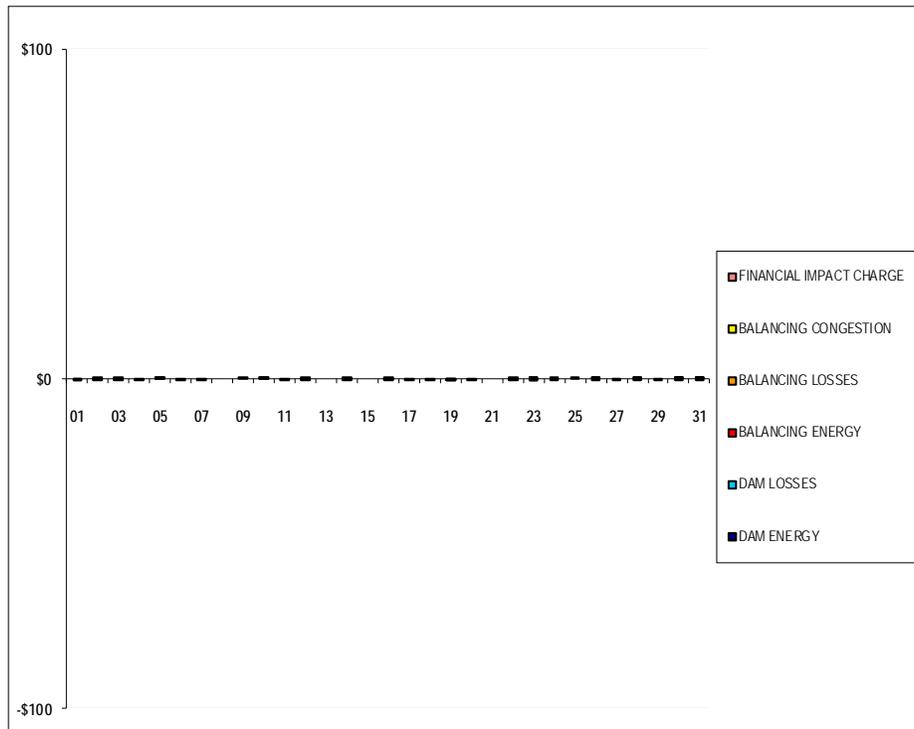
|                    | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
|                    |        |         |           |          | 1      | 2        | 3      |
| DAM NYCA           |        |         |           |          | 0      | 0        | 0      |
| DAM NON-NYCA       |        |         |           |          | 0      | 0        | 0      |
| DAM WHEELS         |        |         |           |          | 0      | 0        | 0      |
| DAM VIRTUAL        |        |         |           |          | 0      | 0        | 0      |
| BALANCING NYCA     |        |         |           |          | 0      | 0        | 0      |
| BALANCING NON-NYCA |        |         |           |          | 0      | 0        | 0      |
| BALANCING WHEELS   |        |         |           |          | 0      | 0        | 0      |
| BALANCING VIRTUAL  |        |         |           |          | 0      | 0        | 0      |
| UFE/LOSSES         |        |         |           |          | (0)    | (0)      | (0)    |
|                    | 4      | 5       | 6         | 7        | 8      | 9        | 10     |
| DAM NYCA           | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM NON-NYCA       | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM WHEELS         | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM VIRTUAL        | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NYCA     | 0      | 0       | (0)       | (0)      | 0      | (0)      | (0)    |
| BALANCING NON-NYCA | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING WHEELS   | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING VIRTUAL  | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| UFE/LOSSES         | (0)    | (0)     | 0         | 0        | (0)    | 0        | 0      |
|                    | 11     | 12      | 13        | 14       | 15     | 16       | 17     |
| DAM NYCA           | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM NON-NYCA       | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM WHEELS         | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM VIRTUAL        | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NYCA     | 0      | (0)     | 0         | (0)      | 0      | 0        | 0      |
| BALANCING NON-NYCA | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING WHEELS   | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING VIRTUAL  | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| UFE/LOSSES         | (0)    | 0       | (0)       | 0        | (0)    | (0)      | (0)    |
|                    | 18     | 19      | 20        | 21       | 22     | 23       | 24     |
| DAM NYCA           | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM NON-NYCA       | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM WHEELS         | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM VIRTUAL        | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NYCA     | 0      | (0)     | 0         | 0        | (0)    | 0        | (0)    |
| BALANCING NON-NYCA | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING WHEELS   | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING VIRTUAL  | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| UFE/LOSSES         | (0)    | 0       | (0)       | (0)      | 0      | (0)      | 0      |
|                    | 25     | 26      | 27        | 28       | 29     | 30       | 31     |
| DAM NYCA           | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM NON-NYCA       | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM WHEELS         | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| DAM VIRTUAL        | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING NYCA     | 0      | (0)     | (0)       | 0        | (0)    | (0)      | (0)    |
| BALANCING NON-NYCA | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING WHEELS   | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| BALANCING VIRTUAL  | 0      | 0       | 0         | 0        | 0      | 0        | 0      |
| UFE/LOSSES         | (0)    | 0       | 0         | (0)      | 0      | 0        | 0      |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
 July 8, 2022

Close-Out Settlement – Market Residuals Delta Analysis

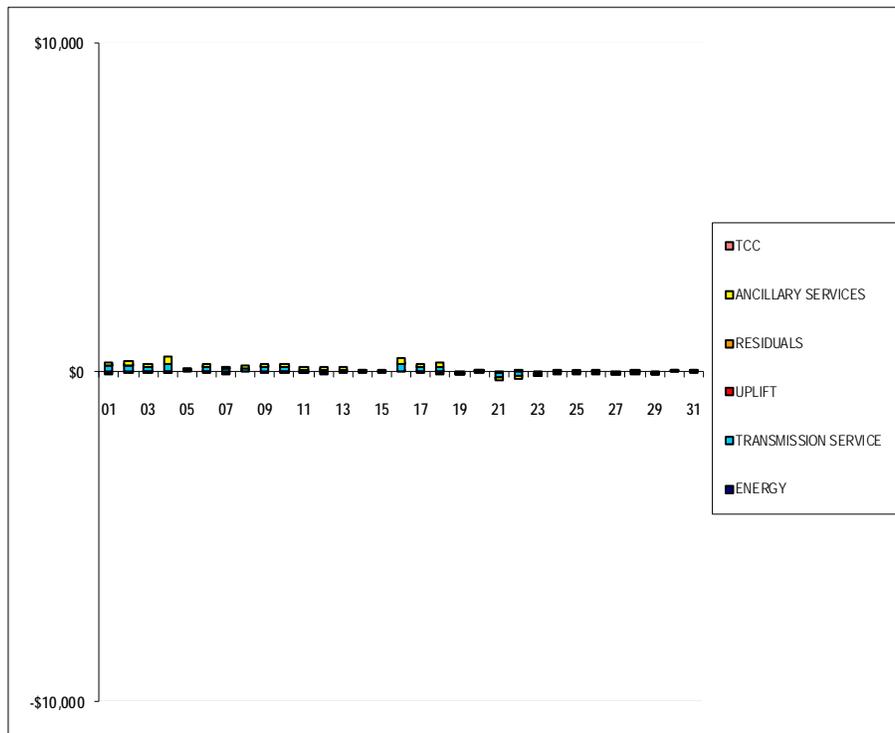
|                         | MONDAY   | TUESDAY  | WEDNESDAY | THURSDAY | FRIDAY   | SATURDAY | SUNDAY   |
|-------------------------|----------|----------|-----------|----------|----------|----------|----------|
|                         |          |          |           |          | 1        | 2        | 3        |
| DAM ENERGY              |          |          |           |          | \$0.00   | \$0.00   | \$0.00   |
| DAM LOSSES              |          |          |           |          | \$0.00   | \$0.00   | \$0.01   |
| BALANCING ENERGY        |          |          |           |          | (\$0.01) | \$0.00   | (\$0.01) |
| BALANCING LOSSES        |          |          |           |          | \$0.00   | (\$0.01) | \$0.00   |
| BALANCING CONGESTION    |          |          |           |          | (\$0.01) | \$0.01   | \$0.00   |
| FINANCIAL IMPACT CHARGE |          |          |           |          | \$0.00   | \$0.00   | \$0.00   |
|                         | 4        | 5        | 6         | 7        | 8        | 9        | 10       |
| DAM ENERGY              | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.01   |
| DAM LOSSES              | (\$0.01) | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| BALANCING ENERGY        | \$0.00   | \$0.01   | (\$0.01)  | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| BALANCING LOSSES        | \$0.00   | \$0.01   | \$0.00    | \$0.00   | \$0.00   | \$0.01   | \$0.01   |
| BALANCING CONGESTION    | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| FINANCIAL IMPACT CHARGE | \$0.00   | \$0.00   | \$0.00    | (\$0.06) | \$0.00   | \$0.00   | \$0.00   |
|                         | 11       | 12       | 13        | 14       | 15       | 16       | 17       |
| DAM ENERGY              | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.01   | \$0.00   |
| DAM LOSSES              | \$0.00   | \$0.01   | \$0.00    | \$0.01   | \$0.00   | \$0.00   | \$0.00   |
| BALANCING ENERGY        | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | (\$0.01) | \$0.00   |
| BALANCING LOSSES        | (\$0.01) | \$0.00   | \$0.00    | (\$0.01) | \$0.00   | \$0.00   | \$0.00   |
| BALANCING CONGESTION    | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | (\$0.01) |
| FINANCIAL IMPACT CHARGE | \$0.00   | (\$0.02) | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
|                         | 18       | 19       | 20        | 21       | 22       | 23       | 24       |
| DAM ENERGY              | (\$0.01) | \$0.00   | \$0.00    | \$0.00   | \$0.00   | (\$0.01) | \$0.00   |
| DAM LOSSES              | \$0.00   | (\$0.01) | (\$0.01)  | \$0.00   | \$0.01   | \$0.01   | \$0.00   |
| BALANCING ENERGY        | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.01   | \$0.01   |
| BALANCING LOSSES        | \$0.00   | (\$0.01) | \$0.00    | \$0.00   | \$0.00   | (\$0.01) | \$0.00   |
| BALANCING CONGESTION    | \$0.00   | (\$0.01) | \$0.00    | \$0.00   | (\$0.01) | \$0.00   | (\$0.01) |
| FINANCIAL IMPACT CHARGE | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | (\$0.02) | \$0.00   |
|                         | 25       | 26       | 27        | 28       | 29       | 30       | 31       |
| DAM ENERGY              | \$0.00   | \$0.00   | \$0.00    | \$0.00   | (\$0.01) | \$0.01   | \$0.01   |
| DAM LOSSES              | \$0.00   | (\$0.01) | \$0.00    | \$0.01   | \$0.00   | (\$0.01) | \$0.00   |
| BALANCING ENERGY        | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.01   | \$0.01   |
| BALANCING LOSSES        | \$0.01   | \$0.00   | \$0.00    | \$0.01   | \$0.00   | \$0.00   | (\$0.01) |
| BALANCING CONGESTION    | \$0.00   | \$0.01   | \$0.00    | (\$0.01) | \$0.00   | \$0.01   | \$0.01   |
| FINANCIAL IMPACT CHARGE | \$0.00   | \$0.09   | (\$0.03)  | \$0.00   | \$0.00   | \$0.00   | \$0.00   |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
 July 8, 2022

Close-Out Settlement – Market Costs Delta Analysis

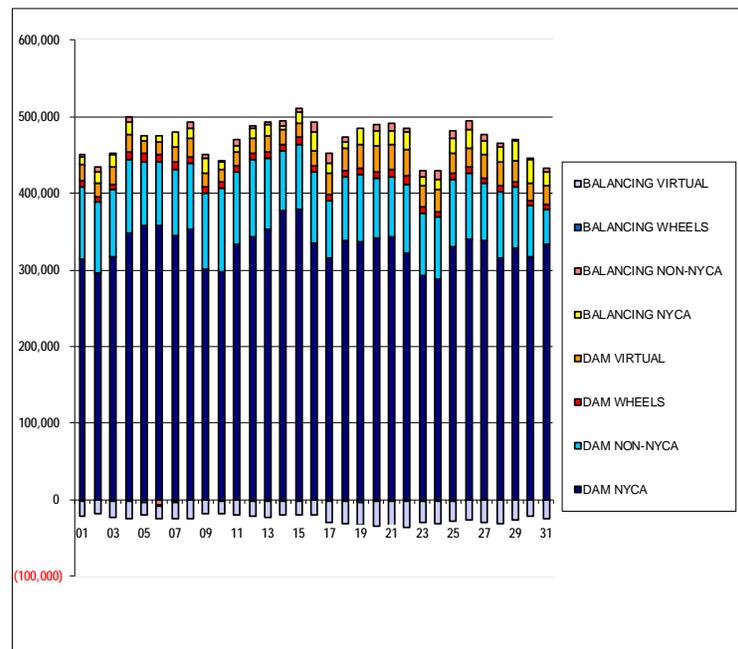
|                      | MONDAY   | TUESDAY   | WEDNESDAY | THURSDAY   | FRIDAY     | SATURDAY  | SUNDAY    |
|----------------------|----------|-----------|-----------|------------|------------|-----------|-----------|
|                      |          |           |           |            | 1          | 2         | 3         |
| ENERGY               |          |           |           |            | (\$0.17)   | (\$0.31)  | \$0.15    |
| TRANSMISSION SERVICE |          |           |           |            | \$183.04   | \$187.71  | \$151.24  |
| UPLIFT               |          |           |           |            | \$0.01     | \$0.01    | (\$0.01)  |
| RESIDUALS            |          |           |           |            | (\$0.02)   | \$0.00    | \$0.00    |
| ANCILLARY SERVICES   |          |           |           |            | \$129.33   | \$132.61  | \$106.84  |
| TCC                  |          |           |           |            | \$0.00     | \$0.00    | \$0.00    |
|                      | 4        | 5         | 6         | 7          | 8          | 9         | 10        |
| ENERGY               | (\$0.02) | \$0.08    | \$0.34    | (\$0.22)   | \$0.62     | (\$0.16)  | \$0.14    |
| TRANSMISSION SERVICE | \$268.86 | \$72.64   | \$156.65  | \$100.38   | \$112.84   | \$153.36  | \$156.29  |
| UPLIFT               | \$0.00   | \$0.00    | \$0.01    | \$0.01     | \$0.00     | \$0.02    | (\$0.02)  |
| RESIDUALS            | (\$0.01) | \$0.02    | (\$0.01)  | (\$0.06)   | \$0.00     | \$0.01    | \$0.02    |
| ANCILLARY SERVICES   | \$189.94 | \$51.32   | \$110.65  | \$70.91    | \$79.70    | \$108.34  | \$110.40  |
| TCC                  | \$0.00   | \$0.00    | \$0.00    | \$0.00     | \$0.00     | \$0.00    | \$0.00    |
|                      | 11       | 12        | 13        | 14         | 15         | 16        | 17        |
| ENERGY               | (\$0.01) | (\$0.58)  | \$0.04    | \$0.29     | (\$0.04)   | \$0.27    | \$0.03    |
| TRANSMISSION SERVICE | \$88.92  | \$86.14   | \$79.23   | \$28.41    | \$36.08    | \$241.44  | \$149.04  |
| UPLIFT               | \$0.00   | \$0.01    | (\$0.03)  | (\$0.03)   | \$0.00     | \$0.03    | \$0.02    |
| RESIDUALS            | (\$0.01) | (\$0.01)  | \$0.00    | \$0.00     | \$0.00     | \$0.00    | (\$0.01)  |
| ANCILLARY SERVICES   | \$62.82  | \$60.84   | \$55.98   | \$20.07    | \$25.49    | \$170.57  | \$105.30  |
| TCC                  | \$0.00   | \$0.00    | \$0.00    | \$0.00     | \$0.00     | \$0.00    | \$0.00    |
|                      | 18       | 19        | 20        | 21         | 22         | 23        | 24        |
| ENERGY               | \$0.40   | (\$0.30)  | \$0.01    | (\$0.18)   | \$0.04     | (\$0.08)  | \$0.21    |
| TRANSMISSION SERVICE | \$167.97 | (\$1.79)  | \$9.25    | (\$154.12) | (\$119.19) | (\$52.64) | (\$22.00) |
| UPLIFT               | (\$0.06) | (\$0.01)  | \$0.01    | (\$0.02)   | \$0.03     | (\$0.01)  | \$0.02    |
| RESIDUALS            | (\$0.01) | (\$0.03)  | (\$0.01)  | \$0.00     | \$0.00     | (\$0.02)  | \$0.00    |
| ANCILLARY SERVICES   | \$118.67 | (\$1.25)  | \$6.53    | (\$108.87) | (\$84.21)  | (\$37.18) | (\$15.55) |
| TCC                  | \$0.00   | \$0.00    | \$0.00    | \$0.00     | \$0.00     | \$0.00    | \$0.00    |
|                      | 25       | 26        | 27        | 28         | 29         | 30        | 31        |
| ENERGY               | (\$0.02) | \$0.07    | (\$0.13)  | \$0.06     | (\$0.32)   | \$0.22    | (\$0.19)  |
| TRANSMISSION SERVICE | (\$2.89) | (\$14.95) | (\$11.86) | (\$12.62)  | (\$0.63)   | \$16.03   | \$32.63   |
| UPLIFT               | \$0.00   | \$0.00    | (\$0.01)  | \$0.00     | (\$0.01)   | \$0.00    | \$0.00    |
| RESIDUALS            | \$0.01   | \$0.09    | (\$0.03)  | \$0.01     | (\$0.01)   | \$0.02    | \$0.02    |
| ANCILLARY SERVICES   | (\$2.05) | (\$10.55) | (\$8.38)  | (\$8.92)   | (\$0.44)   | \$11.34   | \$23.08   |
| TCC                  | \$0.00   | \$0.00    | \$0.00    | \$0.00     | \$0.00     | \$0.00    | \$0.00    |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
 July 8, 2022

4-Month Settlement Adjustment – Market Supply Analysis

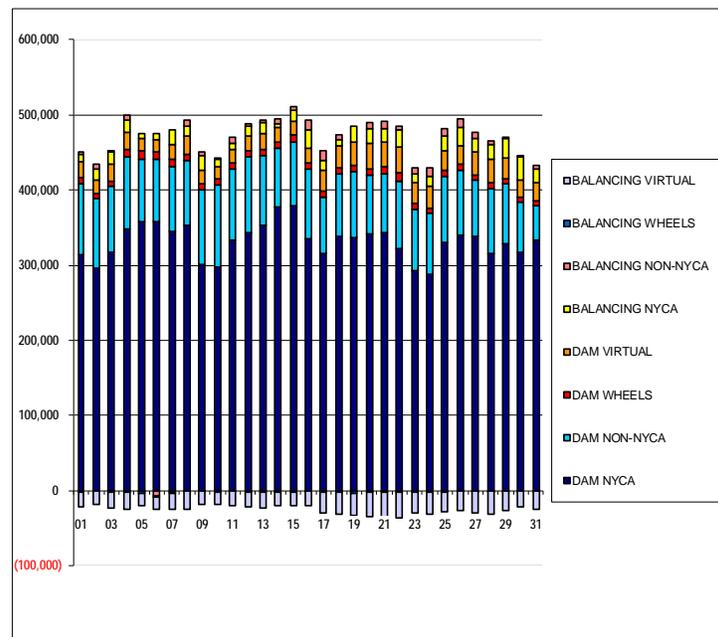
|                    | MONDAY   | TUESDAY  | WEDNESDAY | THURSDAY | FRIDAY   | SATURDAY | SUNDAY   |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
|                    |          |          |           |          | 1        | 2        | 3        |
| DAM NYCA           |          |          |           |          | 314,453  | 296,090  | 316,369  |
| DAM NON-NYCA       |          |          |           |          | 93,740   | 91,944   | 88,039   |
| DAM WHEELS         |          |          |           |          | 8,802    | 7,340    | 7,934    |
| DAM VIRTUAL        |          |          |           |          | 20,944   | 17,598   | 21,984   |
| BALANCING NYCA     |          |          |           |          | 9,925    | 15,636   | 16,360   |
| BALANCING NON-NYCA |          |          |           |          | 2,686    | 6,665    | 133      |
| BALANCING WHEELS   |          |          |           |          | (1,602)  | (400)    | (1,920)  |
| BALANCING VIRTUAL  |          |          |           |          | (20,944) | (17,598) | (21,984) |
|                    | 4        | 5        | 6         | 7        | 8        | 9        | 10       |
| DAM NYCA           | 348,156  | 357,337  | 357,643   | 344,937  | 353,414  | 300,142  | 297,880  |
| DAM NON-NYCA       | 95,775   | 84,299   | 84,061    | 86,421   | 86,412   | 100,715  | 108,205  |
| DAM WHEELS         | 9,506    | 10,287   | 9,721     | 8,931    | 8,229    | 7,909    | 8,372    |
| DAM VIRTUAL        | 23,039   | 16,834   | 16,467    | 20,803   | 24,360   | 18,179   | 16,923   |
| BALANCING NYCA     | 16,567   | 5,809    | 6,942     | 19,404   | 12,403   | 18,565   | 9,115    |
| BALANCING NON-NYCA | 7,421    | (526)    | (6,556)   | (2,918)  | 7,552    | 4,992    | 870      |
| BALANCING WHEELS   | (2,306)  | (3,087)  | (2,527)   | (1,731)  | (1,029)  | (709)    | (2,009)  |
| BALANCING VIRTUAL  | (23,039) | (16,834) | (16,467)  | (20,803) | (24,360) | (18,179) | (16,923) |
|                    | 11       | 12       | 13        | 14       | 15       | 16       | 17       |
| DAM NYCA           | 333,967  | 342,636  | 352,302   | 377,411  | 379,696  | 335,325  | 315,050  |
| DAM NON-NYCA       | 93,936   | 101,133  | 92,789    | 77,555   | 83,583   | 92,827   | 75,807   |
| DAM WHEELS         | 7,846    | 8,427    | 8,842     | 9,137    | 9,531    | 7,210    | 7,310    |
| DAM VIRTUAL        | 19,013   | 20,013   | 21,649    | 18,951   | 18,465   | 21,056   | 28,657   |
| BALANCING NYCA     | 7,041    | 12,456   | 13,621    | 4,796    | 14,605   | 24,465   | 12,547   |
| BALANCING NON-NYCA | 8,097    | 3,395    | 3,921     | 7,454    | 4,787    | 11,954   | 13,163   |
| BALANCING WHEELS   | (1,178)  | (1,676)  | (2,030)   | (2,037)  | (2,413)  | (40)     | (2,130)  |
| BALANCING VIRTUAL  | (19,013) | (20,013) | (21,649)  | (18,951) | (18,465) | (21,056) | (28,657) |
|                    | 18       | 19       | 20        | 21       | 22       | 23       | 24       |
| DAM NYCA           | 338,719  | 337,056  | 340,757   | 343,467  | 322,372  | 292,838  | 288,479  |
| DAM NON-NYCA       | 83,337   | 88,103   | 79,608    | 78,655   | 90,068   | 81,333   | 80,087   |
| DAM WHEELS         | 7,625    | 8,290    | 8,093     | 8,517    | 9,866    | 8,041    | 7,681    |
| DAM VIRTUAL        | 28,804   | 30,039   | 32,924    | 32,904   | 34,401   | 27,942   | 29,482   |
| BALANCING NYCA     | 7,820    | 22,007   | 21,119    | 17,942   | 23,898   | 11,940   | 12,024   |
| BALANCING NON-NYCA | 7,782    | (648)    | 6,620     | 10,231   | 4,693    | 7,748    | 11,388   |
| BALANCING WHEELS   | (3,053)  | (2,957)  | (2,393)   | (3,116)  | (2,721)  | (1,576)  | (1,943)  |
| BALANCING VIRTUAL  | (28,804) | (30,039) | (32,924)  | (32,904) | (34,401) | (27,942) | (29,482) |
|                    | 25       | 26       | 27        | 28       | 29       | 30       | 31       |
| DAM NYCA           | 330,228  | 340,318  | 338,363   | 315,738  | 328,844  | 317,881  | 332,985  |
| DAM NON-NYCA       | 87,822   | 85,787   | 74,784    | 86,487   | 78,979   | 65,703   | 45,401   |
| DAM WHEELS         | 8,589    | 8,115    | 7,469     | 7,300    | 7,725    | 7,412    | 7,440    |
| DAM VIRTUAL        | 26,014   | 25,138   | 30,465    | 31,477   | 26,767   | 21,800   | 24,560   |
| BALANCING NYCA     | 20,008   | 23,888   | 17,645    | 20,190   | 27,152   | 30,871   | 17,507   |
| BALANCING NON-NYCA | 9,684    | 10,914   | 7,828     | 3,667    | 1,382    | 1,262    | 5,412    |
| BALANCING WHEELS   | (1,905)  | (910)    | (269)     | (100)    | (520)    | (212)    | (240)    |
| BALANCING VIRTUAL  | (26,014) | (25,138) | (30,465)  | (31,477) | (26,767) | (21,800) | (24,560) |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
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Close-Out Settlement – Market Supply Analysis

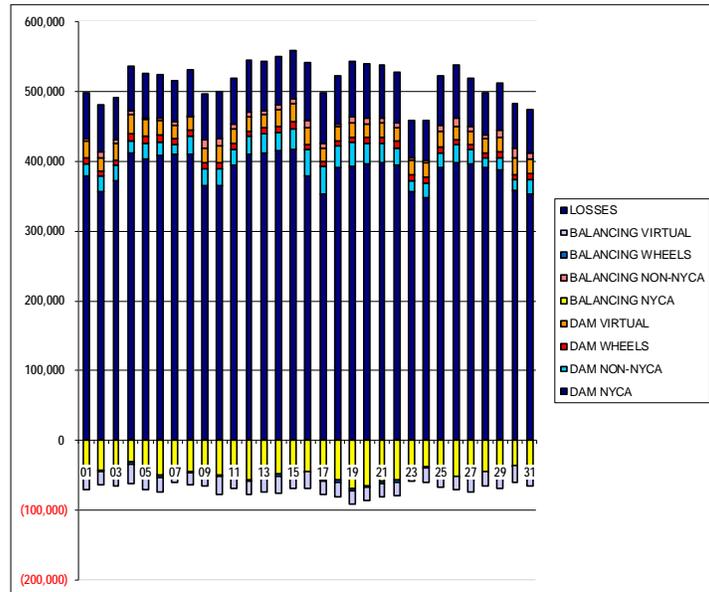
|                    | MONDAY   | TUESDAY  | WEDNESDAY | THURSDAY | FRIDAY   | SATURDAY | SUNDAY   |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
|                    |          |          |           |          | 1        | 2        | 3        |
| DAM NYCA           |          |          |           |          | 314,453  | 296,090  | 316,369  |
| DAM NON-NYCA       |          |          |           |          | 93,740   | 91,944   | 88,039   |
| DAM WHEELS         |          |          |           |          | 8,802    | 7,340    | 7,934    |
| DAM VIRTUAL        |          |          |           |          | 20,944   | 17,598   | 21,984   |
| BALANCING NYCA     |          |          |           |          | 9,925    | 15,636   | 16,360   |
| BALANCING NON-NYCA |          |          |           |          | 2,686    | 6,665    | 133      |
| BALANCING WHEELS   |          |          |           |          | (1,602)  | (400)    | (1,920)  |
| BALANCING VIRTUAL  |          |          |           |          | (20,944) | (17,598) | (21,984) |
|                    | 4        | 5        | 6         | 7        | 8        | 9        | 10       |
| DAM NYCA           | 348,156  | 357,337  | 357,643   | 344,937  | 353,414  | 300,142  | 297,880  |
| DAM NON-NYCA       | 95,775   | 84,299   | 84,061    | 86,421   | 86,412   | 100,715  | 108,205  |
| DAM WHEELS         | 9,506    | 10,287   | 9,721     | 8,931    | 8,229    | 7,909    | 8,372    |
| DAM VIRTUAL        | 23,039   | 16,834   | 16,467    | 20,803   | 24,360   | 18,179   | 16,923   |
| BALANCING NYCA     | 16,567   | 5,809    | 6,942     | 19,404   | 12,403   | 18,565   | 9,115    |
| BALANCING NON-NYCA | 7,421    | (526)    | (6,556)   | (2,918)  | 7,552    | 4,992    | 870      |
| BALANCING WHEELS   | (2,306)  | (3,087)  | (2,527)   | (1,731)  | (1,029)  | (709)    | (2,009)  |
| BALANCING VIRTUAL  | (23,039) | (16,834) | (16,467)  | (20,803) | (24,360) | (18,179) | (16,923) |
|                    | 11       | 12       | 13        | 14       | 15       | 16       | 17       |
| DAM NYCA           | 333,967  | 342,636  | 352,302   | 377,411  | 379,696  | 335,325  | 315,050  |
| DAM NON-NYCA       | 93,936   | 101,133  | 92,789    | 77,555   | 83,583   | 92,827   | 75,807   |
| DAM WHEELS         | 7,846    | 8,427    | 8,842     | 9,137    | 9,531    | 7,210    | 7,310    |
| DAM VIRTUAL        | 19,013   | 20,013   | 21,649    | 18,951   | 18,465   | 21,056   | 28,657   |
| BALANCING NYCA     | 7,041    | 12,456   | 13,621    | 4,796    | 14,605   | 24,465   | 12,547   |
| BALANCING NON-NYCA | 8,097    | 3,395    | 3,921     | 7,454    | 4,787    | 11,954   | 13,163   |
| BALANCING WHEELS   | (1,178)  | (1,676)  | (2,030)   | (2,037)  | (2,413)  | (40)     | (2,130)  |
| BALANCING VIRTUAL  | (19,013) | (20,013) | (21,649)  | (18,951) | (18,465) | (21,056) | (28,657) |
|                    | 18       | 19       | 20        | 21       | 22       | 23       | 24       |
| DAM NYCA           | 338,719  | 337,056  | 340,757   | 343,467  | 322,372  | 292,838  | 288,479  |
| DAM NON-NYCA       | 83,337   | 88,103   | 79,608    | 78,655   | 90,068   | 81,333   | 80,087   |
| DAM WHEELS         | 7,625    | 8,290    | 8,093     | 8,517    | 9,866    | 8,041    | 7,681    |
| DAM VIRTUAL        | 28,804   | 30,039   | 32,924    | 32,904   | 34,401   | 27,942   | 29,482   |
| BALANCING NYCA     | 7,820    | 22,007   | 21,119    | 17,942   | 23,898   | 11,940   | 12,024   |
| BALANCING NON-NYCA | 7,782    | (648)    | 6,620     | 10,231   | 4,693    | 7,748    | 11,388   |
| BALANCING WHEELS   | (3,053)  | (2,957)  | (2,393)   | (3,116)  | (2,721)  | (1,576)  | (1,943)  |
| BALANCING VIRTUAL  | (28,804) | (30,039) | (32,924)  | (32,904) | (34,401) | (27,942) | (29,482) |
|                    | 25       | 26       | 27        | 28       | 29       | 30       | 31       |
| DAM NYCA           | 330,228  | 340,318  | 338,363   | 315,738  | 328,844  | 317,881  | 332,985  |
| DAM NON-NYCA       | 87,822   | 85,787   | 74,784    | 86,487   | 78,979   | 65,703   | 45,401   |
| DAM WHEELS         | 8,589    | 8,115    | 7,469     | 7,300    | 7,725    | 7,412    | 7,440    |
| DAM VIRTUAL        | 26,014   | 25,138   | 30,465    | 31,477   | 26,767   | 21,800   | 24,560   |
| BALANCING NYCA     | 20,008   | 23,888   | 17,645    | 20,190   | 27,152   | 30,871   | 17,507   |
| BALANCING NON-NYCA | 9,684    | 10,914   | 7,828     | 3,667    | 1,382    | 1,262    | 5,412    |
| BALANCING WHEELS   | (1,905)  | (910)    | (269)     | (100)    | (520)    | (212)    | (240)    |
| BALANCING VIRTUAL  | (26,014) | (25,138) | (30,465)  | (31,477) | (26,767) | (21,800) | (24,560) |



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4-Month Settlement Adjustment – Market Withdrawals Analysis

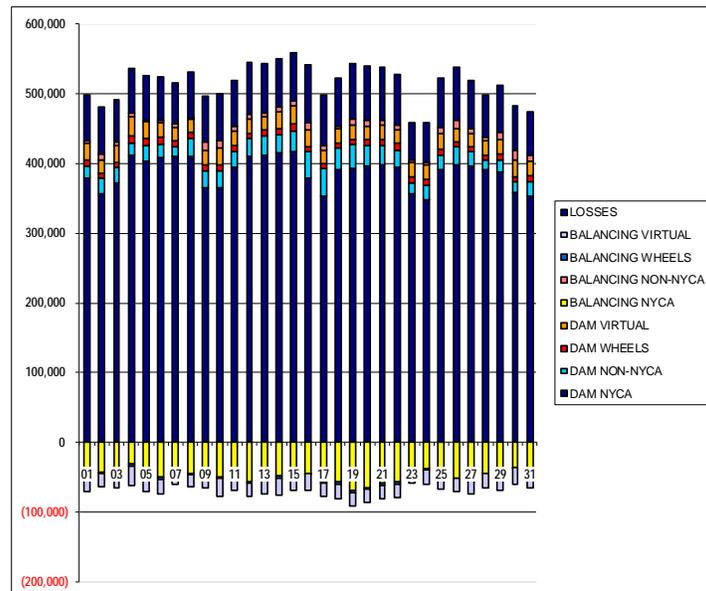
|                    | MONDAY   | TUESDAY  | WEDNESDAY | THURSDAY | FRIDAY   | SATURDAY | SUNDAY   |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
|                    |          |          |           |          | 1        | 2        | 3        |
| DAM NYCA           |          |          |           |          | 378,471  | 356,593  | 372,733  |
| DAM NON-NYCA       |          |          |           |          | 17,248   | 22,132   | 21,403   |
| DAM WHEELS         |          |          |           |          | 8,802    | 7,340    | 7,934    |
| DAM VIRTUAL        |          |          |           |          | 24,983   | 19,074   | 23,630   |
| BALANCING NYCA     |          |          |           |          | (43,168) | (43,411) | (39,393) |
| BALANCING NON-NYCA |          |          |           |          | 3,922    | 8,054    | 4,526    |
| BALANCING WHEELS   |          |          |           |          | (1,602)  | (400)    | (1,920)  |
| BALANCING VIRTUAL  |          |          |           |          | (24,983) | (19,074) | (23,630) |
| UFE/LOSSES         |          |          |           |          | 64,331   | 66,967   | 61,634   |
|                    | 4        | 5        | 6         | 7        | 8        | 9        | 10       |
| DAM NYCA           | 412,013  | 402,852  | 409,120   | 409,366  | 410,908  | 365,560  | 365,516  |
| DAM NON-NYCA       | 17,512   | 22,514   | 18,604    | 14,180   | 25,755   | 24,458   | 23,700   |
| DAM WHEELS         | 9,506    | 10,287   | 9,721     | 8,931    | 8,229    | 7,909    | 8,372    |
| DAM VIRTUAL        | 28,113   | 24,325   | 21,605    | 19,773   | 18,107   | 20,387   | 24,851   |
| BALANCING NYCA     | (31,301) | (43,680) | (50,193)  | (39,454) | (45,382) | (44,347) | (50,274) |
| BALANCING NON-NYCA | 5,871    | 1,807    | 2,465     | 4,167    | 1,336    | 11,715   | 10,758   |
| BALANCING WHEELS   | (2,306)  | (3,087)  | (2,527)   | (1,731)  | (1,029)  | (709)    | (2,009)  |
| BALANCING VIRTUAL  | (28,113) | (24,325) | (21,605)  | (19,773) | (18,107) | (20,387) | (24,851) |
| UFE/LOSSES         | 63,823   | 63,427   | 62,094    | 59,586   | 67,164   | 67,028   | 66,370   |
|                    | 11       | 12       | 13        | 14       | 15       | 16       | 17       |
| DAM NYCA           | 394,143  | 410,097  | 412,088   | 415,304  | 416,899  | 378,985  | 353,105  |
| DAM NON-NYCA       | 22,888   | 25,097   | 27,027    | 25,469   | 30,019   | 37,317   | 39,402   |
| DAM WHEELS         | 7,846    | 8,427    | 8,842     | 9,137    | 9,531    | 7,210    | 7,310    |
| DAM VIRTUAL        | 21,796   | 20,226   | 18,980    | 24,640   | 25,612   | 23,993   | 18,524   |
| BALANCING NYCA     | (46,390) | (56,399) | (52,763)  | (48,894) | (41,054) | (45,114) | (56,297) |
| BALANCING NON-NYCA | 6,806    | 7,412    | 5,889     | 6,334    | 7,363    | 11,673   | 7,453    |
| BALANCING WHEELS   | (1,178)  | (1,676)  | (2,030)   | (2,037)  | (2,413)  | (40)     | (2,130)  |
| BALANCING VIRTUAL  | (21,796) | (20,226) | (18,980)  | (24,640) | (25,612) | (23,993) | (18,524) |
| UFE/LOSSES         | 65,595   | 73,413   | 70,392    | 69,002   | 69,445   | 81,711   | 72,906   |
|                    | 18       | 19       | 20        | 21       | 22       | 23       | 24       |
| DAM NYCA           | 391,037  | 392,299  | 395,689   | 398,616  | 394,406  | 356,718  | 347,795  |
| DAM NON-NYCA       | 31,149   | 34,512   | 30,819    | 27,735   | 24,090   | 16,145   | 21,028   |
| DAM WHEELS         | 7,625    | 8,290    | 8,093     | 8,517    | 9,866    | 8,041    | 7,681    |
| DAM VIRTUAL        | 19,813   | 19,409   | 18,141    | 19,526   | 19,769   | 20,813   | 21,037   |
| BALANCING NYCA     | (57,417) | (68,958) | (64,982)  | (59,148) | (57,090) | (36,120) | (37,635) |
| BALANCING NON-NYCA | 4,462    | 9,544    | 8,447     | 6,918    | 7,732    | 3,218    | 3,549    |
| BALANCING WHEELS   | (3,053)  | (2,957)  | (2,393)   | (3,116)  | (2,721)  | (1,576)  | (1,943)  |
| BALANCING VIRTUAL  | (19,813) | (19,409) | (18,141)  | (19,526) | (19,769) | (20,813) | (21,037) |
| UFE/LOSSES         | 68,428   | 79,122   | 78,130    | 76,173   | 71,893   | 53,898   | 57,240   |
|                    | 25       | 26       | 27        | 28       | 29       | 30       | 31       |
| DAM NYCA           | 390,874  | 398,263  | 395,744   | 390,748  | 388,039  | 357,586  | 353,576  |
| DAM NON-NYCA       | 21,531   | 25,195   | 20,760    | 14,051   | 17,257   | 15,915   | 20,676   |
| DAM WHEELS         | 8,589    | 8,115    | 7,469     | 7,300    | 7,725    | 7,412    | 7,440    |
| DAM VIRTUAL        | 21,990   | 17,876   | 18,194    | 21,066   | 21,111   | 23,614   | 20,839   |
| BALANCING NYCA     | (43,694) | (51,138) | (54,905)  | (44,108) | (46,597) | (35,665) | (44,637) |
| BALANCING NON-NYCA | 8,619    | 13,131   | 8,167     | 5,063    | 10,136   | 14,493   | 10,058   |
| BALANCING WHEELS   | (1,905)  | (910)    | (269)     | (100)    | (520)    | (212)    | (240)    |
| BALANCING VIRTUAL  | (21,990) | (17,876) | (18,194)  | (21,066) | (21,111) | (23,614) | (20,839) |
| UFE/LOSSES         | 70,412   | 75,457   | 68,854    | 60,328   | 67,522   | 63,388   | 61,633   |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
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Close-Out Settlement – Market Withdrawals Analysis

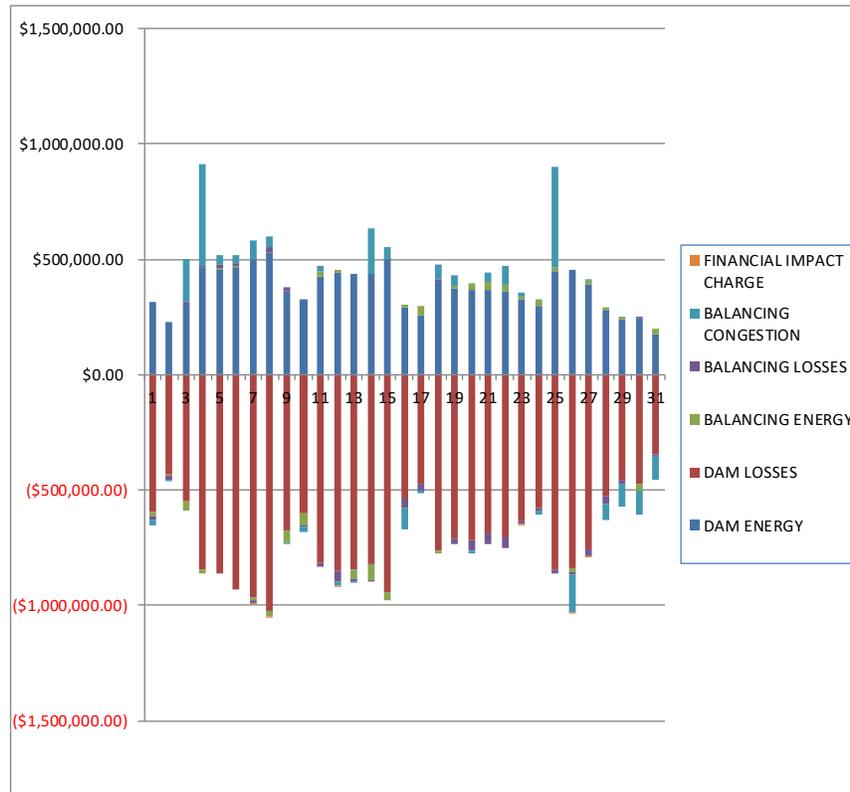
|                    | MONDAY   | TUESDAY  | WEDNESDAY | THURSDAY | FRIDAY   | SATURDAY | SUNDAY   |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
|                    |          |          |           |          | 1        | 2        | 3        |
| DAM NYCA           |          |          |           |          | 378,471  | 356,593  | 372,733  |
| DAM NON-NYCA       |          |          |           |          | 17,248   | 22,132   | 21,403   |
| DAM WHEELS         |          |          |           |          | 8,802    | 7,340    | 7,934    |
| DAM VIRTUAL        |          |          |           |          | 24,983   | 19,074   | 23,630   |
| BALANCING NYCA     |          |          |           |          | (43,168) | (43,411) | (39,393) |
| BALANCING NON-NYCA |          |          |           |          | 3,922    | 8,054    | 4,526    |
| BALANCING WHEELS   |          |          |           |          | (1,602)  | (400)    | (1,920)  |
| BALANCING VIRTUAL  |          |          |           |          | (24,983) | (19,074) | (23,630) |
| UFE/LOSSES         |          |          |           |          | 64,331   | 66,967   | 61,634   |
|                    | 4        | 5        | 6         | 7        | 8        | 9        | 10       |
| DAM NYCA           | 412,013  | 402,852  | 409,120   | 409,366  | 410,908  | 365,560  | 365,516  |
| DAM NON-NYCA       | 17,512   | 22,514   | 18,604    | 14,180   | 25,755   | 24,458   | 23,700   |
| DAM WHEELS         | 9,506    | 10,287   | 9,721     | 8,931    | 8,229    | 7,909    | 8,372    |
| DAM VIRTUAL        | 28,113   | 24,325   | 21,605    | 19,773   | 18,107   | 20,387   | 24,851   |
| BALANCING NYCA     | (31,301) | (43,680) | (50,193)  | (39,454) | (45,382) | (44,347) | (50,274) |
| BALANCING NON-NYCA | 5,871    | 1,807    | 2,465     | 4,167    | 1,336    | 11,715   | 10,758   |
| BALANCING WHEELS   | (2,306)  | (3,087)  | (2,527)   | (1,731)  | (1,029)  | (709)    | (2,009)  |
| BALANCING VIRTUAL  | (28,113) | (24,325) | (21,605)  | (19,773) | (18,107) | (20,387) | (24,851) |
| UFE/LOSSES         | 63,823   | 63,427   | 62,094    | 59,586   | 67,164   | 67,028   | 66,370   |
|                    | 11       | 12       | 13        | 14       | 15       | 16       | 17       |
| DAM NYCA           | 394,143  | 410,097  | 412,088   | 415,304  | 416,899  | 378,985  | 353,105  |
| DAM NON-NYCA       | 22,888   | 25,097   | 27,027    | 25,469   | 30,019   | 37,317   | 39,402   |
| DAM WHEELS         | 7,846    | 8,427    | 8,942     | 9,137    | 9,531    | 7,210    | 7,310    |
| DAM VIRTUAL        | 21,796   | 20,226   | 18,980    | 24,640   | 25,612   | 23,993   | 18,524   |
| BALANCING NYCA     | (46,390) | (56,399) | (52,763)  | (48,894) | (41,054) | (45,114) | (56,297) |
| BALANCING NON-NYCA | 6,806    | 7,412    | 5,899     | 6,334    | 7,363    | 11,673   | 7,453    |
| BALANCING WHEELS   | (1,178)  | (1,676)  | (2,030)   | (2,037)  | (2,413)  | (40)     | (2,130)  |
| BALANCING VIRTUAL  | (21,796) | (20,226) | (18,980)  | (24,640) | (25,612) | (23,993) | (18,524) |
| UFE/LOSSES         | 65,595   | 73,413   | 70,392    | 69,002   | 69,445   | 81,711   | 72,906   |
|                    | 18       | 19       | 20        | 21       | 22       | 23       | 24       |
| DAM NYCA           | 391,037  | 392,299  | 395,689   | 398,616  | 394,406  | 356,718  | 347,795  |
| DAM NON-NYCA       | 31,149   | 34,512   | 30,819    | 27,735   | 24,090   | 16,145   | 21,028   |
| DAM WHEELS         | 7,625    | 8,290    | 8,093     | 8,517    | 9,866    | 8,041    | 7,681    |
| DAM VIRTUAL        | 19,813   | 19,409   | 18,141    | 19,526   | 19,769   | 20,813   | 21,037   |
| BALANCING NYCA     | (57,417) | (68,958) | (64,982)  | (59,148) | (57,090) | (36,120) | (37,635) |
| BALANCING NON-NYCA | 4,462    | 9,544    | 8,447     | 6,918    | 7,732    | 3,218    | 3,549    |
| BALANCING WHEELS   | (3,053)  | (2,957)  | (2,393)   | (3,116)  | (2,721)  | (1,576)  | (1,943)  |
| BALANCING VIRTUAL  | (19,813) | (19,409) | (18,141)  | (19,526) | (19,769) | (20,813) | (21,037) |
| UFE/LOSSES         | 68,428   | 79,122   | 78,130    | 76,173   | 71,893   | 53,898   | 57,240   |
|                    | 25       | 26       | 27        | 28       | 29       | 30       | 31       |
| DAM NYCA           | 390,874  | 398,263  | 395,744   | 390,748  | 388,039  | 357,586  | 353,576  |
| DAM NON-NYCA       | 21,531   | 25,195   | 20,760    | 14,051   | 17,257   | 15,915   | 20,676   |
| DAM WHEELS         | 8,589    | 8,115    | 7,469     | 7,300    | 7,725    | 7,412    | 7,440    |
| DAM VIRTUAL        | 21,990   | 17,876   | 18,194    | 21,066   | 21,111   | 23,614   | 20,839   |
| BALANCING NYCA     | (43,694) | (51,138) | (54,905)  | (44,108) | (46,597) | (35,665) | (44,637) |
| BALANCING NON-NYCA | 8,619    | 13,131   | 8,167     | 5,063    | 10,136   | 14,493   | 10,058   |
| BALANCING WHEELS   | (1,905)  | (910)    | (269)     | (100)    | (520)    | (212)    | (240)    |
| BALANCING VIRTUAL  | (21,990) | (17,876) | (18,194)  | (21,066) | (21,111) | (23,614) | (20,839) |
| UFE/LOSSES         | 70,412   | 75,457   | 68,854    | 60,328   | 67,522   | 63,388   | 61,633   |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
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**4-Month Settlement Adjustment – Market Residuals Analysis**

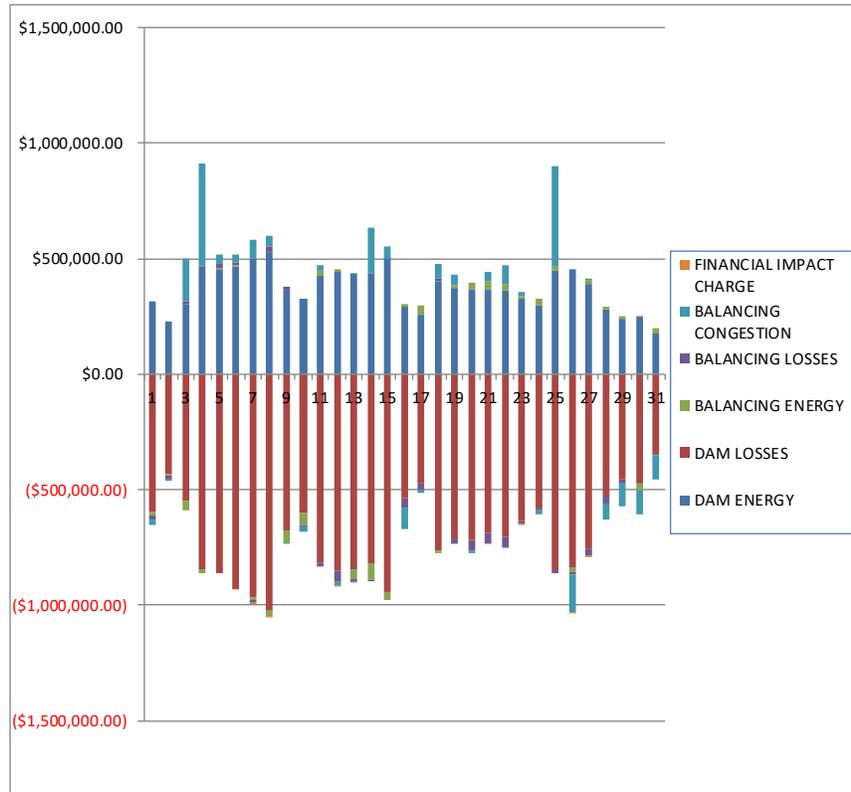
|                        | MONDAY         | TUESDAY        | WEDNESDAY      | THURSDAY       | FRIDAY           | SATURDAY       | SUNDAY         |
|------------------------|----------------|----------------|----------------|----------------|------------------|----------------|----------------|
|                        |                |                |                |                | 1                | 2              | 3              |
| DAM ENERGY             |                |                |                |                | \$314,283.43     | \$230,495.83   | \$301,928.99   |
| DAM LOSSES             |                |                |                |                | (\$595,815.53)   | (\$432,694.30) | (\$549,884.78) |
| BALANCING ENERGY       |                |                |                |                | (\$14,154.87)    | (\$6,884.38)   | (\$40,733.92)  |
| BALANCING LOSSES       |                |                |                |                | (\$17,816.32)    | (\$15,977.75)  | \$11,300.66    |
| BALANCING CONGESTION   |                |                |                |                | (\$23,095.79)    | (\$3,290.86)   | \$188,671.83   |
| FINACIAL IMPACT CHARGE |                |                |                |                | \$0.00           | \$0.00         | \$0.00         |
|                        | 4              | 5              | 6              | 7              | 8                | 9              | 10             |
| DAM ENERGY             | \$464,514.99   | \$454,318.08   | \$464,155.26   | \$503,524.21   | \$529,580.45     | \$358,870.91   | \$327,059.75   |
| DAM LOSSES             | (\$844,229.75) | (\$863,955.56) | (\$933,219.11) | (\$967,692.74) | (\$1,021,465.60) | (\$673,575.59) | (\$602,189.42) |
| BALANCING ENERGY       | (\$15,351.13)  | \$4,498.74     | \$6,980.03     | (\$11,384.54)  | (\$24,761.79)    | (\$52,107.54)  | (\$48,792.35)  |
| BALANCING LOSSES       | \$9,227.24     | \$18,489.88    | \$11,975.71    | (\$9,491.57)   | \$24,086.01      | \$17,985.93    | (\$4,814.78)   |
| BALANCING CONGESTION   | \$435,963.88   | \$42,911.22    | \$33,888.18    | \$77,250.05    | \$47,440.89      | (\$620.82)     | (\$26,538.32)  |
| FINACIAL IMPACT CHARGE | \$0.00         | \$0.00         | \$0.00         | (\$73.66)      | (\$0.63)         | \$0.00         | \$0.00         |
|                        | 11             | 12             | 13             | 14             | 15               | 16             | 17             |
| DAM ENERGY             | \$422,522.59   | \$442,301.63   | \$438,197.29   | \$434,409.26   | \$499,573.73     | \$293,486.62   | \$254,797.12   |
| DAM LOSSES             | (\$816,838.26) | (\$850,748.47) | (\$846,363.33) | (\$819,851.47) | (\$941,356.50)   | (\$537,542.37) | (\$470,318.19) |
| BALANCING ENERGY       | \$24,582.34    | \$14,618.99    | (\$40,527.94)  | (\$70,659.67)  | (\$33,531.90)    | \$12,579.64    | \$43,507.96    |
| BALANCING LOSSES       | (\$16,057.46)  | (\$45,768.73)  | (\$8,144.22)   | (\$2,439.79)   | \$3,045.90       | (\$39,238.80)  | (\$31,041.91)  |
| BALANCING CONGESTION   | \$27,042.58    | (\$17,897.83)  | (\$6,561.56)   | \$197,504.93   | \$50,221.64      | (\$90,730.94)  | (\$10,996.07)  |
| FINACIAL IMPACT CHARGE | \$0.00         | (\$13.51)      | \$0.00         | \$0.00         | \$0.00           | \$0.00         | \$0.00         |
|                        | 18             | 19             | 20             | 21             | 22               | 23             | 24             |
| DAM ENERGY             | \$402,773.57   | \$371,644.33   | \$368,105.88   | \$368,204.60   | \$363,465.60     | \$327,216.02   | \$297,503.96   |
| DAM LOSSES             | (\$762,518.15) | (\$710,302.07) | (\$716,525.33) | (\$685,791.08) | (\$704,091.49)   | (\$632,808.26) | (\$578,990.57) |
| BALANCING ENERGY       | (\$12,180.75)  | \$14,581.48    | \$26,283.68    | \$36,802.13    | \$27,313.98      | \$13,829.48    | \$31,647.40    |
| BALANCING LOSSES       | \$11,856.77    | (\$21,431.67)  | (\$44,619.11)  | (\$49,977.44)  | (\$47,184.76)    | (\$12,063.01)  | (\$9,296.59)   |
| BALANCING CONGESTION   | \$62,659.03    | \$46,191.40    | (\$10,750.58)  | \$35,301.06    | \$78,893.21      | \$13,895.09    | (\$16,781.92)  |
| FINACIAL IMPACT CHARGE | \$0.00         | \$0.00         | \$0.00         | \$0.00         | \$0.00           | (\$657.16)     | \$0.00         |
|                        | 25             | 26             | 27             | 28             | 29               | 30             | 31             |
| DAM ENERGY             | \$447,731.85   | \$452,490.77   | \$393,359.52   | \$279,698.67   | \$242,721.30     | \$243,657.77   | \$177,696.03   |
| DAM LOSSES             | (\$841,783.80) | (\$840,517.51) | (\$757,589.07) | (\$527,700.82) | (\$453,498.66)   | (\$470,928.96) | (\$346,850.40) |
| BALANCING ENERGY       | \$16,913.60    | (\$13,652.01)  | \$13,271.24    | \$14,501.69    | \$7,159.08       | (\$31,519.23)  | \$22,794.77    |
| BALANCING LOSSES       | (\$19,911.61)  | (\$12,531.85)  | (\$25,335.42)  | (\$31,425.92)  | (\$16,466.29)    | \$2,698.62     | (\$5,386.69)   |
| BALANCING CONGESTION   | \$435,598.89   | (\$161,504.08) | \$8,858.56     | (\$67,639.96)  | (\$99,951.18)    | (\$103,709.66) | (\$101,134.02) |
| FINACIAL IMPACT CHARGE | \$0.00         | (\$1,834.71)   | (\$73.27)      | \$0.00         | \$0.00           | \$0.00         | \$0.00         |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
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Close-Out Settlement – Market Residuals Analysis

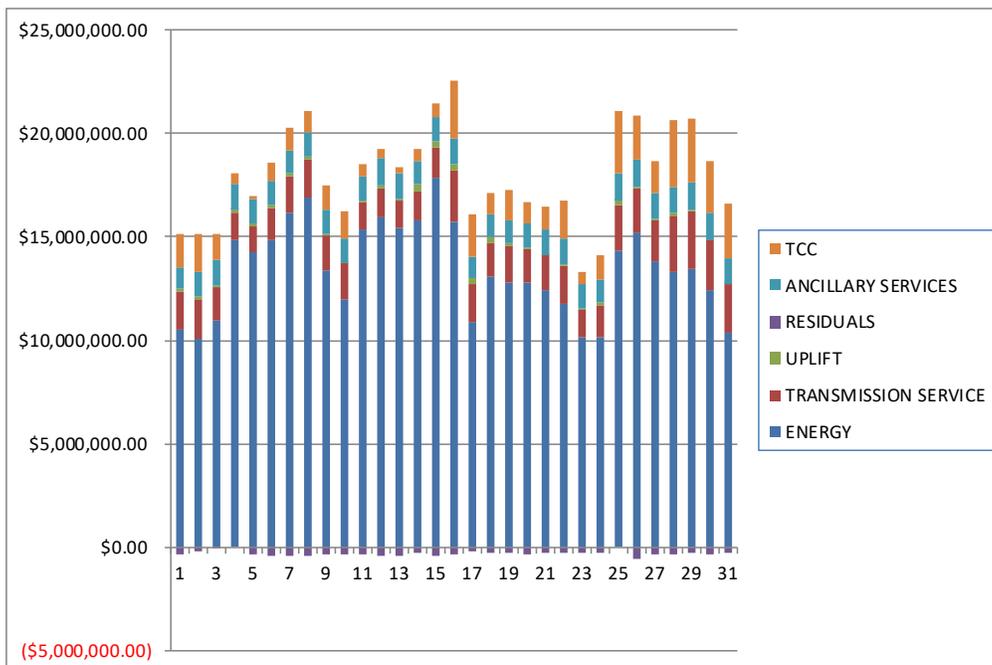
|                        | MONDAY         | TUESDAY        | WEDNESDAY      | THURSDAY       | FRIDAY           | SATURDAY       | SUNDAY         |
|------------------------|----------------|----------------|----------------|----------------|------------------|----------------|----------------|
|                        |                |                |                |                | 1                | 2              | 3              |
| DAM ENERGY             |                |                |                |                | \$314,283.43     | \$230,495.83   | \$301,928.99   |
| DAM LOSSES             |                |                |                |                | (\$595,815.53)   | (\$432,694.30) | (\$549,884.77) |
| BALANCING ENERGY       |                |                |                |                | (\$14,154.88)    | (\$6,884.38)   | (\$40,733.93)  |
| BALANCING LOSSES       |                |                |                |                | (\$17,816.32)    | (\$15,977.76)  | \$11,300.66    |
| BALANCING CONGESTION   |                |                |                |                | (\$23,095.80)    | (\$3,290.85)   | \$188,671.83   |
| FINACIAL IMPACT CHARGE |                |                |                |                | \$0.00           | \$0.00         | \$0.00         |
|                        | 4              | 5              | 6              | 7              | 8                | 9              | 10             |
| DAM ENERGY             | \$464,514.99   | \$454,318.08   | \$464,155.26   | \$503,524.21   | \$529,580.45     | \$358,870.91   | \$327,059.76   |
| DAM LOSSES             | (\$844,229.76) | (\$863,955.56) | (\$933,219.11) | (\$967,692.74) | (\$1,021,465.60) | (\$673,575.59) | (\$602,189.42) |
| BALANCING ENERGY       | (\$15,351.13)  | \$4,498.75     | \$6,980.02     | (\$11,384.54)  | (\$24,761.79)    | (\$52,107.54)  | (\$48,792.35)  |
| BALANCING LOSSES       | \$9,227.24     | \$18,489.89    | \$11,975.71    | (\$9,491.57)   | \$24,086.01      | \$17,985.94    | (\$4,814.77)   |
| BALANCING CONGESTION   | \$435,963.88   | \$42,911.22    | \$33,888.18    | \$77,250.05    | \$47,440.89      | (\$620.82)     | (\$26,538.32)  |
| FINACIAL IMPACT CHARGE | \$0.00         | \$0.00         | \$0.00         | (\$73.72)      | (\$0.63)         | \$0.00         | \$0.00         |
|                        | 11             | 12             | 13             | 14             | 15               | 16             | 17             |
| DAM ENERGY             | \$422,522.59   | \$442,301.63   | \$438,197.29   | \$434,409.26   | \$499,573.73     | \$293,486.63   | \$254,797.12   |
| DAM LOSSES             | (\$816,838.26) | (\$850,748.46) | (\$846,363.33) | (\$819,851.46) | (\$941,356.50)   | (\$537,542.37) | (\$470,318.19) |
| BALANCING ENERGY       | \$24,582.34    | \$14,618.99    | (\$40,527.94)  | (\$70,659.67)  | (\$33,531.90)    | \$12,579.63    | \$43,507.96    |
| BALANCING LOSSES       | (\$16,057.47)  | (\$45,768.73)  | (\$8,144.22)   | (\$2,439.80)   | \$3,045.90       | (\$39,238.80)  | (\$31,041.91)  |
| BALANCING CONGESTION   | \$27,042.58    | (\$17,897.83)  | (\$6,561.56)   | \$197,504.93   | \$50,221.64      | (\$90,730.94)  | (\$10,996.08)  |
| FINACIAL IMPACT CHARGE | \$0.00         | (\$13.53)      | \$0.00         | \$0.00         | \$0.00           | \$0.00         | \$0.00         |
|                        | 18             | 19             | 20             | 21             | 22               | 23             | 24             |
| DAM ENERGY             | \$402,773.56   | \$371,644.33   | \$368,105.88   | \$368,204.60   | \$363,465.60     | \$327,216.01   | \$297,503.96   |
| DAM LOSSES             | (\$762,518.15) | (\$710,302.08) | (\$716,525.34) | (\$685,791.08) | (\$704,091.48)   | (\$632,808.25) | (\$578,990.57) |
| BALANCING ENERGY       | (\$12,180.75)  | \$14,581.48    | \$26,283.68    | \$36,802.13    | \$27,313.98      | \$13,829.49    | \$31,647.41    |
| BALANCING LOSSES       | \$11,856.77    | (\$21,431.68)  | (\$44,619.11)  | (\$49,977.44)  | (\$47,184.76)    | (\$12,063.02)  | (\$9,296.59)   |
| BALANCING CONGESTION   | \$62,659.03    | \$46,191.39    | (\$10,750.58)  | \$35,301.06    | \$78,893.20      | \$13,895.09    | (\$16,781.93)  |
| FINACIAL IMPACT CHARGE | \$0.00         | \$0.00         | \$0.00         | \$0.00         | \$0.00           | (\$657.18)     | \$0.00         |
|                        | 25             | 26             | 27             | 28             | 29               | 30             | 31             |
| DAM ENERGY             | \$447,731.85   | \$452,490.77   | \$393,359.52   | \$279,698.67   | \$242,721.29     | \$243,657.78   | \$177,696.04   |
| DAM LOSSES             | (\$841,783.80) | (\$840,517.52) | (\$757,589.07) | (\$527,700.81) | (\$453,498.66)   | (\$470,928.97) | (\$346,850.40) |
| BALANCING ENERGY       | \$16,913.60    | (\$13,652.01)  | \$13,271.24    | \$14,501.69    | \$7,159.08       | (\$31,519.22)  | \$22,794.78    |
| BALANCING LOSSES       | (\$19,911.60)  | (\$12,531.85)  | (\$25,335.42)  | (\$31,425.91)  | (\$16,466.29)    | \$2,698.62     | (\$5,386.70)   |
| BALANCING CONGESTION   | \$435,598.89   | (\$161,504.07) | \$8,858.56     | (\$67,639.97)  | (\$99,951.18)    | (\$103,709.65) | (\$101,134.01) |
| FINACIAL IMPACT CHARGE | \$0.00         | (\$1,834.62)   | (\$73.30)      | \$0.00         | \$0.00           | \$0.00         | \$0.00         |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
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4-Month Settlement Adjustment – Market Costs Analysis

|                      | MONDAY          | TUESDAY         | WEDNESDAY       | THURSDAY        | FRIDAY          | SATURDAY        | SUNDAY          |
|----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                      |                 |                 |                 |                 | 1               | 2               | 3               |
| ENERGY               |                 |                 |                 |                 | \$10,545,470.79 | \$10,093,015.54 | \$10,941,651.10 |
| TRANSMISSION SERVICE |                 |                 |                 |                 | \$1,784,281.08  | \$1,911,862.03  | \$1,661,013.99  |
| UPLIFT               |                 |                 |                 |                 | \$136,564.84    | \$137,772.76    | \$70,075.28     |
| RESIDUALS            |                 |                 |                 |                 | (\$336,599.08)  | (\$228,351.46)  | (\$88,717.22)   |
| ANCILLARY SERVICES   |                 |                 |                 |                 | \$1,083,368.43  | \$1,131,308.16  | \$1,214,804.18  |
| TCC                  |                 |                 |                 |                 | \$1,580,776.84  | \$1,862,118.02  | \$1,245,952.50  |
|                      | 4               | 5               | 6               | 7               | 8               | 9               | 10              |
| ENERGY               | \$14,818,921.18 | \$14,291,783.79 | \$14,837,268.77 | \$16,197,465.83 | \$16,887,835.35 | \$13,404,955.37 | \$11,991,699.42 |
| TRANSMISSION SERVICE | \$1,370,777.08  | \$1,248,103.75  | \$1,569,667.70  | \$1,703,637.73  | \$1,835,368.84  | \$1,671,882.51  | \$1,730,811.99  |
| UPLIFT               | \$110,713.35    | \$111,037.79    | \$154,450.43    | \$167,517.40    | \$165,778.27    | \$99,686.50     | \$42,397.85     |
| RESIDUALS            | \$50,125.23     | (\$343,737.64)  | (\$416,219.93)  | (\$407,868.25)  | (\$445,120.67)  | (\$349,447.11)  | (\$355,275.12)  |
| ANCILLARY SERVICES   | \$1,221,827.96  | \$1,176,362.91  | \$1,166,795.21  | \$1,143,119.46  | \$1,181,448.87  | \$1,150,356.46  | \$1,169,371.69  |
| TCC                  | \$476,193.13    | \$124,497.27    | \$851,739.79    | \$1,053,096.97  | \$1,049,648.16  | \$1,151,556.10  | \$1,327,102.84  |
|                      | 11              | 12              | 13              | 14              | 15              | 16              | 17              |
| ENERGY               | \$15,329,626.63 | \$15,950,442.05 | \$15,406,012.09 | \$15,789,076.41 | \$17,827,901.52 | \$15,748,498.15 | \$10,893,738.62 |
| TRANSMISSION SERVICE | \$1,341,233.22  | \$1,396,388.35  | \$1,330,268.22  | \$1,400,273.03  | \$1,498,631.93  | \$2,507,764.88  | \$1,832,659.30  |
| UPLIFT               | \$55,086.01     | \$137,541.59    | \$126,170.50    | \$350,773.77    | \$332,338.65    | \$265,193.96    | \$272,324.35    |
| RESIDUALS            | (\$358,748.21)  | (\$457,507.92)  | (\$463,399.76)  | (\$261,036.74)  | (\$422,047.13)  | (\$361,445.85)  | (\$214,051.09)  |
| ANCILLARY SERVICES   | \$1,228,057.78  | \$1,337,735.73  | \$1,191,906.75  | \$1,121,284.32  | \$1,164,547.28  | \$1,223,597.76  | \$1,076,932.89  |
| TCC                  | \$599,583.05    | \$422,866.50    | \$310,329.29    | \$559,701.82    | \$606,076.72    | \$2,812,863.19  | \$2,017,350.15  |
|                      | 18              | 19              | 20              | 21              | 22              | 23              | 24              |
| ENERGY               | \$13,053,380.28 | \$12,825,734.00 | \$12,816,493.18 | \$12,458,807.36 | \$11,779,769.69 | \$10,137,526.91 | \$10,183,495.33 |
| TRANSMISSION SERVICE | \$1,626,089.17  | \$1,708,928.71  | \$1,561,306.75  | \$1,632,685.79  | \$1,850,778.52  | \$1,332,734.22  | \$1,509,715.46  |
| UPLIFT               | \$306,452.30    | \$142,468.01    | \$84,952.42     | \$55,145.29     | \$62,250.99     | \$79,281.12     | \$131,881.67    |
| RESIDUALS            | (\$297,409.53)  | (\$299,316.53)  | (\$377,505.46)  | (\$295,460.73)  | (\$281,603.46)  | (\$290,587.84)  | (\$275,917.72)  |
| ANCILLARY SERVICES   | \$1,108,441.66  | \$1,149,189.43  | \$1,223,639.62  | \$1,215,500.92  | \$1,205,175.67  | \$1,156,301.42  | \$1,148,297.52  |
| TCC                  | \$1,004,512.38  | \$1,453,991.86  | \$988,457.85    | \$1,134,221.85  | \$1,850,927.38  | \$634,645.67    | \$1,137,715.70  |
|                      | 25              | 26              | 27              | 28              | 29              | 30              | 31              |
| ENERGY               | \$14,360,382.37 | \$15,239,858.47 | \$13,819,180.75 | \$13,333,193.89 | \$13,441,131.58 | \$12,433,103.23 | \$10,392,272.94 |
| TRANSMISSION SERVICE | \$2,211,045.83  | \$2,098,817.93  | \$1,985,218.03  | \$2,725,903.43  | \$2,835,037.63  | \$2,387,016.12  | \$2,356,327.09  |
| UPLIFT               | \$155,147.53    | \$87,787.10     | \$105,288.89    | \$114,603.84    | \$41,284.99     | \$24,382.56     | \$3,591.79      |
| RESIDUALS            | \$38,548.93     | (\$577,549.39)  | (\$367,508.44)  | (\$332,566.34)  | (\$320,035.75)  | (\$359,801.46)  | (\$252,880.31)  |
| ANCILLARY SERVICES   | \$1,309,565.27  | \$1,334,771.92  | \$1,247,057.69  | \$1,254,884.91  | \$1,319,018.36  | \$1,295,173.50  | \$1,184,158.79  |
| TCC                  | \$3,005,715.22  | \$2,122,659.94  | \$1,491,242.44  | \$3,192,133.26  | \$3,060,452.16  | \$2,513,017.31  | \$2,670,413.89  |



SETTLEMENTS REPORT  
 October 2021 Close-Out Settlement  
 July 8, 2022

Close-Out Settlement – Market Costs Analysis

|                      | MONDAY          | TUESDAY         | WEDNESDAY       | THURSDAY        | FRIDAY          | SATURDAY        | SUNDAY          |
|----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                      |                 |                 |                 |                 | 1               | 2               | 3               |
| ENERGY               |                 |                 |                 |                 | \$10,545,470.62 | \$10,093,015.23 | \$10,941,651.25 |
| TRANSMISSION SERVICE |                 |                 |                 |                 | \$1,784,464.12  | \$1,912,049.74  | \$1,661,165.23  |
| UPLIFT               |                 |                 |                 |                 | \$136,564.85    | \$137,772.77    | \$70,075.27     |
| RESIDUALS            |                 |                 |                 |                 | (\$336,599.10)  | (\$228,351.46)  | (\$88,717.22)   |
| ANCILLARY SERVICES   |                 |                 |                 |                 | \$1,083,497.76  | \$1,131,440.77  | \$1,214,911.02  |
| TCC                  |                 |                 |                 |                 | \$1,580,776.84  | \$1,862,118.02  | \$1,245,952.50  |
|                      | 4               | 5               | 6               | 7               | 8               | 9               | 10              |
| ENERGY               | \$14,818,921.16 | \$14,291,783.87 | \$14,837,269.11 | \$16,197,465.61 | \$16,887,835.97 | \$13,404,955.21 | \$11,991,699.56 |
| TRANSMISSION SERVICE | \$1,371,045.94  | \$1,248,176.39  | \$1,569,824.35  | \$1,703,738.11  | \$1,835,481.68  | \$1,672,035.87  | \$1,730,968.28  |
| UPLIFT               | \$110,713.35    | \$111,037.79    | \$154,450.44    | \$167,517.41    | \$165,778.27    | \$99,686.52     | \$42,397.83     |
| RESIDUALS            | \$50,125.22     | (\$343,737.62)  | (\$416,219.94)  | (\$407,868.31)  | (\$445,120.67)  | (\$349,447.10)  | (\$355,275.10)  |
| ANCILLARY SERVICES   | \$1,222,017.90  | \$1,176,414.23  | \$1,166,905.86  | \$1,143,190.37  | \$1,181,528.57  | \$1,150,464.80  | \$1,169,482.09  |
| TCC                  | \$476,193.13    | \$124,497.27    | \$851,739.79    | \$1,053,096.97  | \$1,049,648.16  | \$1,151,556.10  | \$1,327,102.84  |
|                      | 11              | 12              | 13              | 14              | 15              | 16              | 17              |
| ENERGY               | \$15,329,626.62 | \$15,950,441.47 | \$15,406,012.13 | \$15,789,076.70 | \$17,827,901.48 | \$15,748,498.42 | \$10,893,738.65 |
| TRANSMISSION SERVICE | \$1,341,322.14  | \$1,396,474.49  | \$1,330,347.45  | \$1,400,301.44  | \$1,498,668.01  | \$2,508,006.32  | \$1,832,808.34  |
| UPLIFT               | \$55,086.01     | \$137,541.60    | \$126,170.47    | \$350,773.74    | \$332,338.65    | \$265,193.99    | \$272,324.37    |
| RESIDUALS            | (\$358,748.22)  | (\$457,507.93)  | (\$463,399.76)  | (\$261,036.74)  | (\$422,047.13)  | (\$361,445.85)  | (\$214,051.10)  |
| ANCILLARY SERVICES   | \$1,228,120.60  | \$1,337,796.57  | \$1,191,962.73  | \$1,121,304.39  | \$1,164,572.77  | \$1,223,768.33  | \$1,077,038.19  |
| TCC                  | \$599,583.05    | \$422,866.50    | \$310,329.29    | \$559,701.82    | \$606,076.72    | \$2,812,863.19  | \$2,017,350.15  |
|                      | 18              | 19              | 20              | 21              | 22              | 23              | 24              |
| ENERGY               | \$13,053,380.68 | \$12,825,733.70 | \$12,816,493.19 | \$12,458,807.18 | \$11,779,769.73 | \$10,137,526.83 | \$10,183,495.54 |
| TRANSMISSION SERVICE | \$1,626,257.14  | \$1,708,926.92  | \$1,561,316.00  | \$1,632,531.67  | \$1,850,659.33  | \$1,332,681.58  | \$1,509,693.46  |
| UPLIFT               | \$306,452.24    | \$142,468.00    | \$84,952.43     | \$55,145.27     | \$62,251.02     | \$79,281.11     | \$131,881.69    |
| RESIDUALS            | (\$297,409.54)  | (\$299,316.56)  | (\$377,505.47)  | (\$295,460.73)  | (\$281,603.46)  | (\$290,587.86)  | (\$275,917.72)  |
| ANCILLARY SERVICES   | \$1,108,560.33  | \$1,149,188.18  | \$1,223,646.15  | \$1,215,392.05  | \$1,205,091.46  | \$1,156,264.24  | \$1,148,281.97  |
| TCC                  | \$1,004,512.38  | \$1,453,991.86  | \$988,457.85    | \$1,134,221.85  | \$1,850,927.38  | \$634,645.67    | \$1,137,715.70  |
|                      | 25              | 26              | 27              | 28              | 29              | 30              | 31              |
| ENERGY               | \$14,360,382.35 | \$15,239,858.54 | \$13,819,180.62 | \$13,333,193.95 | \$13,441,131.26 | \$12,433,103.45 | \$10,392,272.75 |
| TRANSMISSION SERVICE | \$2,211,042.94  | \$2,098,802.98  | \$1,985,206.17  | \$2,725,890.81  | \$2,835,037.00  | \$2,387,032.15  | \$2,356,359.72  |
| UPLIFT               | \$155,147.53    | \$87,787.10     | \$105,288.88    | \$114,603.84    | \$41,284.98     | \$24,382.56     | \$3,591.79      |
| RESIDUALS            | \$38,548.94     | (\$577,549.30)  | (\$367,508.47)  | (\$332,566.33)  | (\$320,035.76)  | (\$359,801.44)  | (\$252,880.29)  |
| ANCILLARY SERVICES   | \$1,309,563.22  | \$1,334,761.37  | \$1,247,049.31  | \$1,254,875.99  | \$1,319,017.92  | \$1,295,184.84  | \$1,184,181.87  |
| TCC                  | \$3,005,715.22  | \$2,122,659.94  | \$1,491,242.44  | \$3,192,133.26  | \$3,060,452.16  | \$2,513,017.31  | \$2,670,413.89  |

