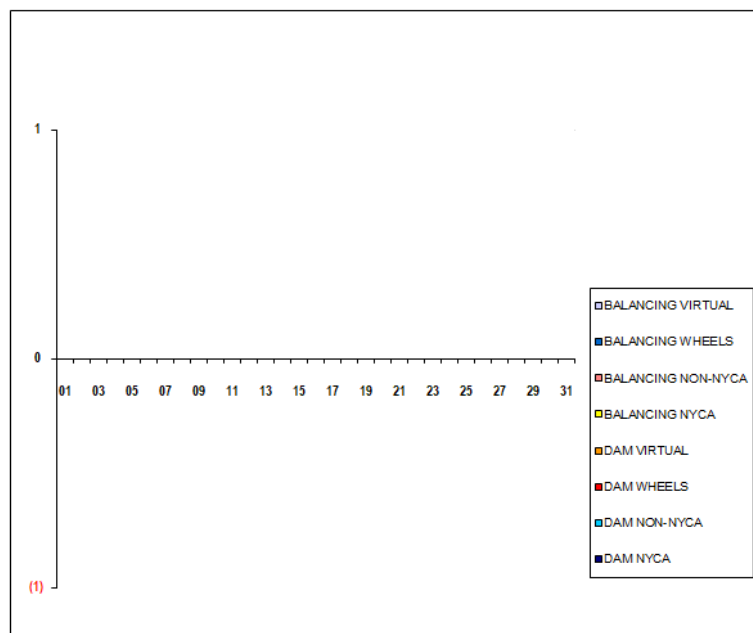


SETTLEMENTS REPORT  
January 2018 Close-Out Settlement  
October 5, 2018

Close-Out Settlement – Market Supply Delta Analysis

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



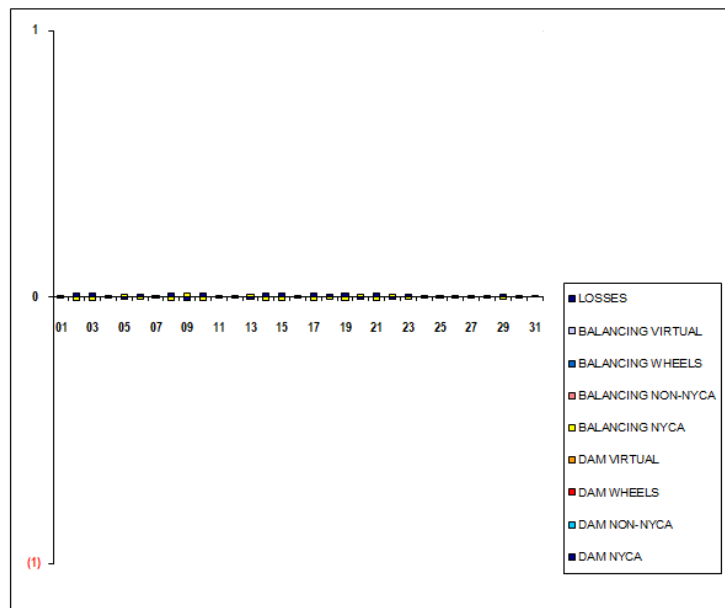
# SETTLEMENTS REPORT

## January 2018 Close-Out Settlement

### October 5, 2018

## Close-Out Settlement – Market Withdrawals Delta Analysis

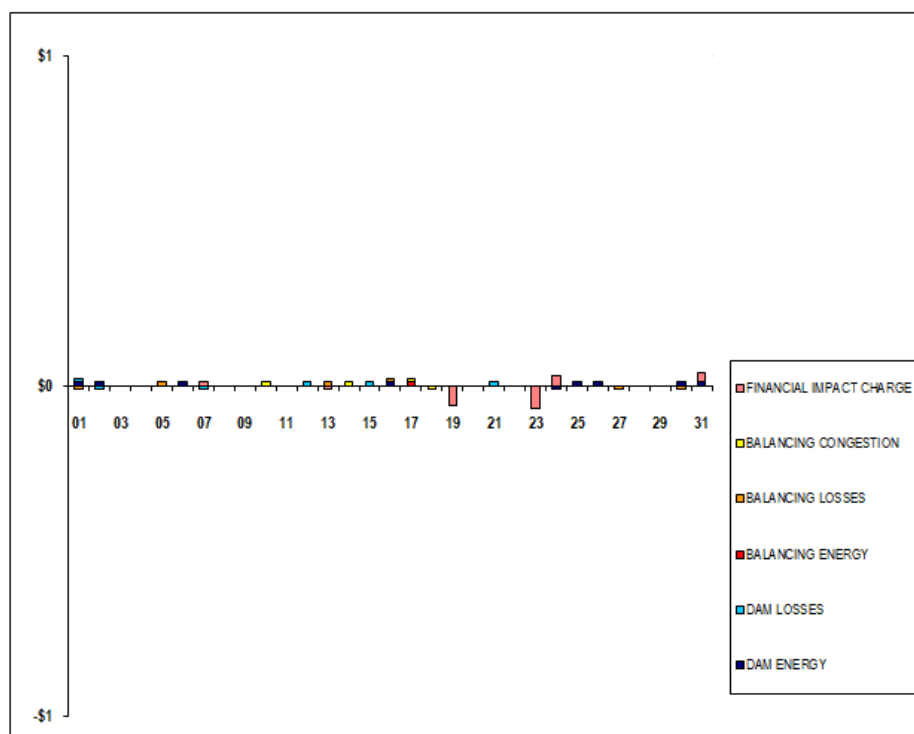
|                    | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
|                    | 1      | 2       | 3         | 4        | 5      | 6        | 7      |
| DAM NYCA        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



SETTLEMENTS REPORT  
January 2018 Close-Out Settlement  
October 5, 2018

Close-Out Settlement – Market Residuals Delta Analysis

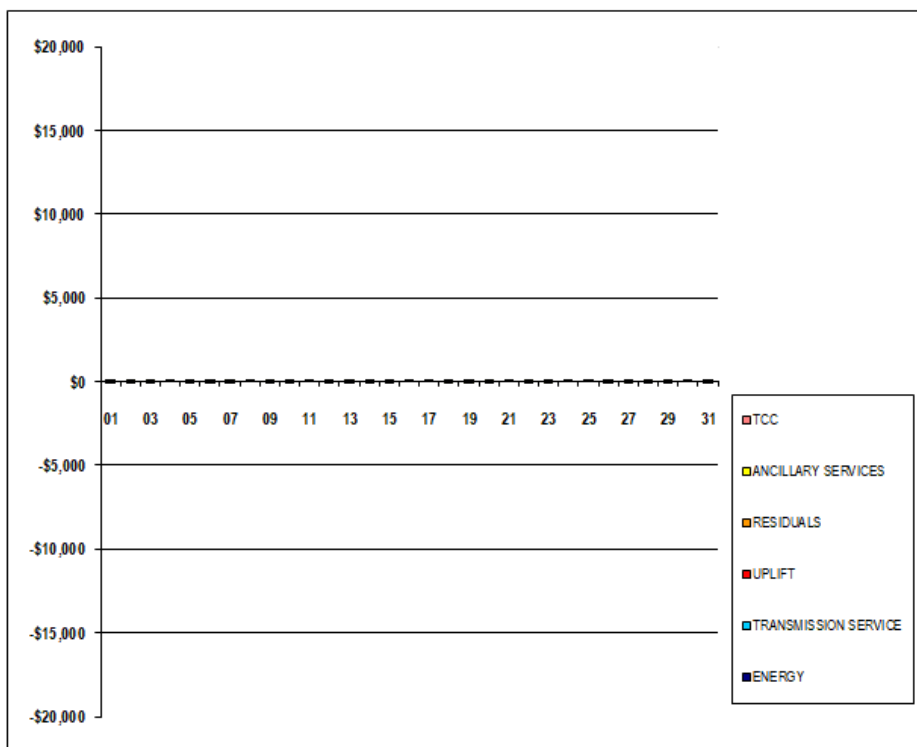
|                         | MONDAY   | TUESDAY  | WEDNESDAY | THURSDAY | FRIDAY   | SATURDAY | SUNDAY   |
|-------------------------|----------|----------|-----------|----------|----------|----------|----------|
|                         | 1        | 2        | 3         | 4        | 5        | 6        | 7        |
| DAM ENERGY              | \$0.01   | \$0.01   | \$0.00    | \$0.00   | \$0.00   | \$0.01   | \$0.00   |
| DAM LOSSES              | \$0.01   | (\$0.01) | \$0.00    | \$0.00   | \$0.00   | \$0.00   | (\$0.01) |
| BALANCING ENERGY        | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| BALANCING LOSSES        | (\$0.01) | \$0.00   | \$0.00    | \$0.00   | \$0.01   | \$0.00   | \$0.00   |
| 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    | \$0.00   | \$0.00   | \$0.00   | \$0.01   |
|                         | 8        | 9        | 10        | 11       | 12       | 13       | 14       |
| DAM ENERGY              | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| DAM LOSSES              | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.01   | \$0.00   | \$0.00   |
| BALANCING ENERGY        | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| BALANCING LOSSES        | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.01   | \$0.00   |
| BALANCING CONGESTION    | \$0.00   | \$0.00   | \$0.01    | \$0.00   | \$0.00   | \$0.00   | \$0.01   |
| FINANCIAL IMPACT CHARGE | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | (\$0.01) | \$0.00   |
|                         | 15       | 16       | 17        | 18       | 19       | 20       | 21       |
| DAM ENERGY              | \$0.00   | \$0.01   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| DAM LOSSES              | \$0.01   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.01   |
| BALANCING ENERGY        | \$0.00   | \$0.00   | \$0.01    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| BALANCING LOSSES        | \$0.00   | \$0.01   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| BALANCING CONGESTION    | \$0.00   | \$0.00   | \$0.01    | (\$0.01) | \$0.00   | \$0.00   | \$0.00   |
| FINANCIAL IMPACT CHARGE | \$0.00   | \$0.00   | \$0.00    | \$0.00   | (\$0.06) | \$0.00   | \$0.00   |
|                         | 22       | 23       | 24        | 25       | 26       | 27       | 28       |
| DAM ENERGY              | \$0.00   | \$0.00   | (\$0.01)  | \$0.01   | \$0.01   | \$0.00   | \$0.00   |
| DAM LOSSES              | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| BALANCING ENERGY        | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| BALANCING LOSSES        | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | (\$0.01) | \$0.00   |
| BALANCING CONGESTION    | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| FINANCIAL IMPACT CHARGE | \$0.00   | (\$0.07) | \$0.03    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
|                         | 29       | 30       | 31        |          |          |          |          |
| DAM ENERGY              | \$0.00   | \$0.01   | \$0.01    |          |          |          |          |
| DAM LOSSES              | \$0.00   | \$0.00   | \$0.00    |          |          |          |          |
| BALANCING ENERGY        | \$0.00   | \$0.00   | \$0.00    |          |          |          |          |
| BALANCING LOSSES        | \$0.00   | (\$0.01) | \$0.00    |          |          |          |          |
| BALANCING CONGESTION    | \$0.00   | \$0.00   | \$0.00    |          |          |          |          |
| FINANCIAL IMPACT CHARGE | \$0.00   | \$0.00   | \$0.03    |          |          |          |          |



SETTLEMENTS REPORT  
January 2018 Close-Out Settlement  
October 5, 2018

Close-Out Settlement – Market Costs Delta Analysis

|                      | MONDAY   | TUESDAY  | WEDNESDAY | THURSDAY | FRIDAY   | SATURDAY | SUNDAY   |
|----------------------|----------|----------|-----------|----------|----------|----------|----------|
|                      | 1        | 2        | 3         | 4        | 5        | 6        | 7        |
| ENERGY               | (\$0.09) | (\$0.11) | (\$0.11)  | \$0.15   | (\$0.19) | (\$0.40) | (\$0.22) |
| TRANSMISSION SERVICE | \$0.08   | \$0.03   | \$0.02    | \$0.06   | \$0.02   | \$0.03   | \$0.02   |
| UPLIFT               | \$0.00   | \$0.00   | (\$0.03)  | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| RESIDUALS            | \$0.01   | \$0.00   | \$0.00    | \$0.00   | \$0.01   | \$0.01   | \$0.00   |
| ANCILLARY SERVICES   | \$0.12   | \$0.04   | \$0.03    | \$0.08   | \$0.05   | \$0.04   | \$0.03   |
| TCC                  | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
|                      | 8        | 9        | 10        | 11       | 12       | 13       | 14       |
| ENERGY               | \$0.34   | (\$0.19) | (\$0.19)  | \$0.05   | (\$0.10) | (\$0.09) | (\$0.13) |
| TRANSMISSION SERVICE | \$0.03   | \$0.03   | \$0.04    | \$0.02   | \$0.03   | \$0.08   | \$0.20   |
| UPLIFT               | \$0.00   | (\$0.01) | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.01   |
| RESIDUALS            | \$0.00   | \$0.00   | \$0.01    | \$0.00   | \$0.01   | \$0.00   | \$0.01   |
| ANCILLARY SERVICES   | \$0.05   | \$0.04   | \$0.07    | \$0.02   | \$0.05   | \$0.13   | \$0.31   |
| TCC                  | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
|                      | 15       | 16       | 17        | 18       | 19       | 20       | 21       |
| ENERGY               | (\$0.15) | \$0.05   | \$0.02    | \$0.42   | \$0.38   | (\$0.01) | \$0.04   |
| TRANSMISSION SERVICE | \$0.15   | \$0.15   | \$0.07    | \$0.02   | \$0.03   | \$0.02   | \$0.06   |
| UPLIFT               | \$0.02   | \$0.00   | \$0.01    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| RESIDUALS            | \$0.01   | \$0.02   | \$0.02    | (\$0.01) | (\$0.06) | \$0.00   | \$0.01   |
| ANCILLARY SERVICES   | \$0.22   | \$0.23   | \$0.10    | \$0.04   | \$0.03   | \$0.05   | \$0.08   |
| TCC                  | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
|                      | 22       | 23       | 24        | 25       | 26       | 27       | 28       |
| ENERGY               | (\$0.17) | \$0.34   | \$0.06    | \$0.14   | (\$0.19) | \$0.12   | (\$0.02) |
| TRANSMISSION SERVICE | \$0.05   | \$0.03   | \$0.05    | \$0.08   | \$0.05   | \$0.02   | \$0.04   |
| UPLIFT               | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
| RESIDUALS            | \$0.00   | (\$0.07) | \$0.02    | \$0.01   | \$0.01   | (\$0.01) | \$0.00   |
| ANCILLARY SERVICES   | \$0.06   | \$0.03   | \$0.08    | \$0.13   | \$0.08   | \$0.03   | \$0.04   |
| TCC                  | \$0.00   | \$0.00   | \$0.00    | \$0.00   | \$0.00   | \$0.00   | \$0.00   |
|                      | 29       | 30       | 31        |          |          |          |          |
| ENERGY               | (\$0.02) | \$0.18   | (\$0.18)  |          |          |          |          |
| TRANSMISSION SERVICE | \$0.04   | \$0.04   | \$0.03    |          |          |          |          |
| UPLIFT               | \$0.00   | \$0.00   | \$0.00    |          |          |          |          |
| RESIDUALS            | \$0.00   | \$0.00   | \$0.04    |          |          |          |          |
| ANCILLARY SERVICES   | \$0.07   | \$0.04   | \$0.05    |          |          |          |          |
| TCC                  | \$0.00   | \$0.00   | \$0.00    |          |          |          |          |



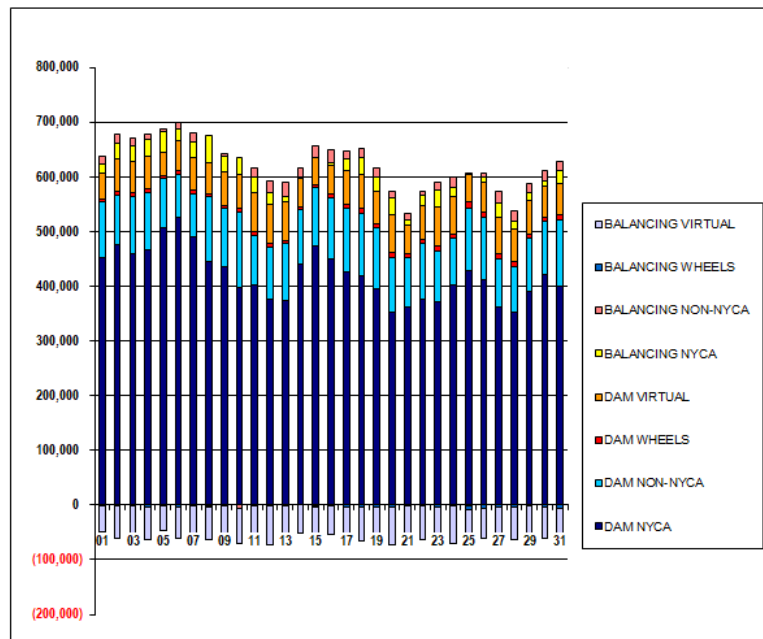
# SETTLEMENTS REPORT

## January 2018 Close-Out Settlement

### October 5, 2018

#### 4-Month Settlement Adjustment – Market Supply Analysis

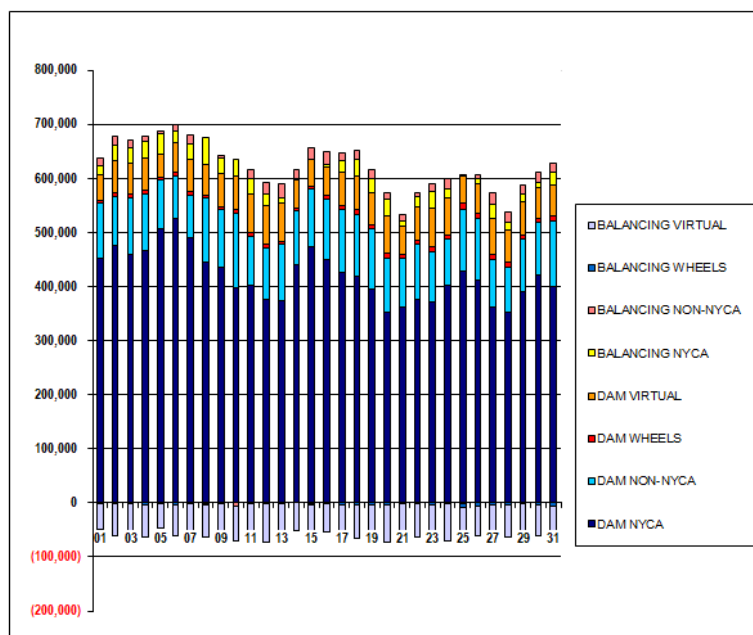
|                    | MONDAY   | TUESDAY  | WEDNESDAY | THURSDAY | FRIDAY   | SATURDAY | SUNDAY   |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
|                    | 1        | 2        | 3         | 4        | 5        | 6        | 7        |
| DAM NYCA           | 452,791  | 475,229  | 460,212   | 465,733  | 506,703  | 524,596  | 489,965  |
| DAM NON-NYCA       | 100,634  | 90,934   | 103,989   | 105,907  | 89,190   | 78,681   | 78,623   |
| DAM WHEELS         | 5,986    | 6,396    | 5,652     | 6,848    | 5,446    | 6,842    | 6,289    |
| DAM VIRTUAL        | 47,159   | 59,557   | 57,643    | 58,905   | 43,610   | 56,051   | 60,288   |
| BALANCING NYCA     | 17,473   | 28,863   | 28,520    | 31,080   | 37,678   | 21,053   | 29,206   |
| BALANCING NON-NYCA | 13,994   | 16,118   | 14,790    | 9,612    | 4,592    | 11,764   | 15,821   |
| BALANCING WHEELS   | (1,400)  | (1,710)  | (1,116)   | (4,045)  | (2,169)  | (4,885)  | (2,158)  |
| BALANCING VIRTUAL  | (47,159) | (59,557) | (57,643)  | (58,905) | (43,610) | (56,051) | (60,288) |
|                    | 8        | 9        | 10        | 11       | 12       | 13       | 14       |
| DAM NYCA           | 443,722  | 435,119  | 396,445   | 400,957  | 375,693  | 374,776  | 441,322  |
| DAM NON-NYCA       | 118,849  | 107,445  | 139,281   | 92,321   | 95,029   | 103,046  | 99,595   |
| DAM WHEELS         | 4,846    | 5,166    | 6,061     | 6,890    | 6,580    | 5,128    | 4,581    |
| DAM VIRTUAL        | 58,354   | 60,546   | 62,428    | 71,214   | 70,951   | 70,169   | 51,981   |
| BALANCING NYCA     | 48,941   | 29,392   | 31,851    | 27,128   | 23,194   | 10,966   | 1,000    |
| BALANCING NON-NYCA | (2,429)  | 4,118    | (6,008)   | 17,695   | 20,672   | 25,328   | 18,203   |
| BALANCING WHEELS   | (1,687)  | (630)    | (1,525)   | (2,354)  | (2,044)  | (592)    | (77)     |
| BALANCING VIRTUAL  | (58,354) | (60,546) | (62,428)  | (71,214) | (70,951) | (70,169) | (51,981) |
|                    | 15       | 16       | 17        | 18       | 19       | 20       | 21       |
| DAM NYCA           | 474,479  | 448,938  | 426,132   | 417,900  | 394,360  | 353,261  | 360,835  |
| DAM NON-NYCA       | 105,259  | 113,454  | 116,104   | 115,607  | 112,446  | 99,490   | 90,662   |
| DAM WHEELS         | 5,554    | 5,052    | 7,896     | 8,353    | 7,450    | 7,861    | 7,341    |
| DAM VIRTUAL        | 49,428   | 52,810   | 60,841    | 61,942   | 58,873   | 70,235   | 53,444   |
| BALANCING NYCA     | (2,220)  | 4,415    | 21,019    | 32,147   | 26,996   | 31,094   | 9,354    |
| BALANCING NON-NYCA | 21,046   | 25,406   | 13,929    | 15,745   | 15,073   | 10,334   | 11,115   |
| BALANCING WHEELS   | (659)    | (516)    | (3,360)   | (3,817)  | (2,914)  | (3,325)  | (2,805)  |
| BALANCING VIRTUAL  | (49,428) | (52,810) | (60,841)  | (61,942) | (58,873) | (70,235) | (53,444) |
|                    | 22       | 23       | 24        | 25       | 26       | 27       | 28       |
| DAM NYCA           | 376,529  | 371,783  | 402,288   | 427,791  | 411,901  | 361,474  | 352,748  |
| DAM NON-NYCA       | 102,169  | 93,218   | 85,585    | 114,077  | 113,520  | 89,200   | 83,247   |
| DAM WHEELS         | 5,647    | 9,170    | 7,252     | 11,931   | 10,802   | 9,586    | 6,513    |
| DAM VIRTUAL        | 63,167   | 70,794   | 68,469    | 49,183   | 54,566   | 65,213   | 58,953   |
| BALANCING NYCA     | 18,011   | 30,587   | 15,814    | (657)    | 8,364    | 25,459   | 15,754   |
| BALANCING NON-NYCA | 8,239    | 13,198   | 20,034    | 4,236    | 7,485    | 22,065   | 18,788   |
| BALANCING WHEELS   | (911)    | (4,634)  | (2,716)   | (7,395)  | (6,266)  | (5,000)  | (3,952)  |
| BALANCING VIRTUAL  | (63,167) | (70,794) | (68,469)  | (49,183) | (54,566) | (65,213) | (58,953) |
|                    | 29       | 30       | 31        |          |          |          |          |
| DAM NYCA           | 391,164  | 420,171  | 399,990   |          |          |          |          |
| DAM NON-NYCA       | 96,570   | 97,720   | 120,400   |          |          |          |          |
| DAM WHEELS         | 7,211    | 8,353    | 9,867     |          |          |          |          |
| DAM VIRTUAL        | 62,660   | 56,938   | 56,187    |          |          |          |          |
| BALANCING NYCA     | 14,327   | 8,904    | 24,454    |          |          |          |          |
| BALANCING NON-NYCA | 14,544   | 19,642   | 16,264    |          |          |          |          |
| BALANCING WHEELS   | (2,675)  | (3,817)  | (5,330)   |          |          |          |          |
| BALANCING VIRTUAL  | (62,660) | (56,938) | (56,187)  |          |          |          |          |



SETTLEMENTS REPORT  
January 2018 Close-Out Settlement  
October 5, 2018

Close-Out Settlement – Market Supply Analysis

|                    | MONDAY   | TUESDAY  | WEDNESDAY | THURSDAY | FRIDAY   | SATURDAY | SUNDAY   |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
|                    | 1        | 2        | 3         | 4        | 5        | 6        | 7        |
| DAM NYCA           | 452,791  | 475,229  | 460,212   | 465,733  | 506,703  | 524,596  | 489,965  |
| DAM NON-NYCA       | 100,634  | 90,934   | 103,989   | 105,907  | 89,190   | 78,681   | 78,623   |
| DAM WHEELS         | 5,986    | 6,396    | 5,652     | 6,848    | 5,446    | 6,842    | 6,289    |
| DAM VIRTUAL        | 47,159   | 59,557   | 57,643    | 58,905   | 43,610   | 56,051   | 60,288   |
| BALANCING NYCA     | 17,473   | 28,883   | 28,520    | 31,080   | 37,678   | 21,053   | 29,206   |
| BALANCING NON-NYCA | 13,994   | 16,118   | 14,790    | 9,612    | 4,592    | 11,764   | 15,821   |
| BALANCING WHEELS   | (1,400)  | (1,710)  | (1,116)   | (4,045)  | (2,186)  | (4,885)  | (2,158)  |
| BALANCING VIRTUAL  | (47,159) | (59,557) | (57,643)  | (58,905) | (43,610) | (56,051) | (60,288) |
|                    | 8        | 9        | 10        | 11       | 12       | 13       | 14       |
| DAM NYCA           | 443,722  | 435,119  | 396,445   | 400,957  | 375,693  | 374,776  | 441,322  |
| DAM NON-NYCA       | 118,849  | 107,445  | 139,281   | 92,321   | 95,029   | 103,046  | 99,595   |
| DAM WHEELS         | 4,846    | 5,166    | 6,061     | 6,890    | 6,580    | 5,128    | 4,581    |
| DAM VIRTUAL        | 58,354   | 60,546   | 62,428    | 71,214   | 70,951   | 70,169   | 51,981   |
| BALANCING NYCA     | 48,941   | 29,392   | 31,851    | 27,128   | 23,194   | 10,966   | 1,000    |
| BALANCING NON-NYCA | (2,429)  | 4,118    | (6,008)   | 17,695   | 20,672   | 25,328   | 18,203   |
| BALANCING WHEELS   | (1,687)  | (630)    | (1,525)   | (2,354)  | (2,044)  | (592)    | (77)     |
| BALANCING VIRTUAL  | (58,354) | (60,546) | (62,428)  | (71,214) | (70,951) | (70,169) | (51,981) |
|                    | 15       | 16       | 17        | 18       | 19       | 20       | 21       |
| DAM NYCA           | 474,479  | 448,938  | 426,132   | 417,900  | 394,360  | 353,261  | 360,835  |
| DAM NON-NYCA       | 105,259  | 113,454  | 116,104   | 115,607  | 112,446  | 99,490   | 90,662   |
| DAM WHEELS         | 5,554    | 5,052    | 7,896     | 8,353    | 7,450    | 7,861    | 7,341    |
| DAM VIRTUAL        | 49,428   | 52,810   | 60,841    | 61,942   | 58,873   | 70,235   | 53,444   |
| BALANCING NYCA     | (2,220)  | 4,415    | 21,019    | 32,147   | 26,996   | 31,094   | 9,354    |
| BALANCING NON-NYCA | 21,046   | 25,406   | 13,929    | 15,745   | 15,073   | 10,334   | 11,115   |
| BALANCING WHEELS   | (659)    | (516)    | (3,360)   | (3,817)  | (2,914)  | (3,325)  | (2,805)  |
| BALANCING VIRTUAL  | (49,428) | (52,810) | (60,841)  | (61,942) | (58,873) | (70,235) | (53,444) |
|                    | 22       | 23       | 24        | 25       | 26       | 27       | 28       |
| DAM NYCA           | 376,529  | 371,783  | 402,288   | 427,791  | 411,901  | 361,474  | 352,748  |
| DAM NON-NYCA       | 102,169  | 93,218   | 85,585    | 114,077  | 113,520  | 89,200   | 83,247   |
| DAM WHEELS         | 5,647    | 9,170    | 7,252     | 11,931   | 10,802   | 9,586    | 8,513    |
| DAM VIRTUAL        | 63,167   | 70,794   | 68,469    | 49,183   | 54,566   | 65,213   | 58,953   |
| BALANCING NYCA     | 18,011   | 30,587   | 15,814    | (657)    | 8,364    | 25,459   | 15,754   |
| BALANCING NON-NYCA | 8,239    | 13,198   | 20,034    | 4,236    | 7,485    | 22,065   | 18,788   |
| BALANCING WHEELS   | (911)    | (4,634)  | (2,716)   | (7,395)  | (6,266)  | (5,000)  | (3,952)  |
| BALANCING VIRTUAL  | (63,167) | (70,794) | (68,469)  | (49,183) | (54,566) | (65,213) | (58,953) |
|                    | 29       | 30       | 31        |          |          |          |          |
| DAM NYCA           | 391,164  | 420,171  | 399,990   |          |          |          |          |
| DAM NON-NYCA       | 96,570   | 97,720   | 120,400   |          |          |          |          |
| DAM WHEELS         | 7,211    | 8,353    | 9,867     |          |          |          |          |
| DAM VIRTUAL        | 62,660   | 56,938   | 56,187    |          |          |          |          |
| BALANCING NYCA     | 14,327   | 8,904    | 24,454    |          |          |          |          |
| BALANCING NON-NYCA | 14,544   | 19,642   | 16,264    |          |          |          |          |
| BALANCING WHEELS   | (2,675)  | (3,817)  | (5,330)   |          |          |          |          |
| BALANCING VIRTUAL  | (62,660) | (56,938) | (56,187)  |          |          |          |          |



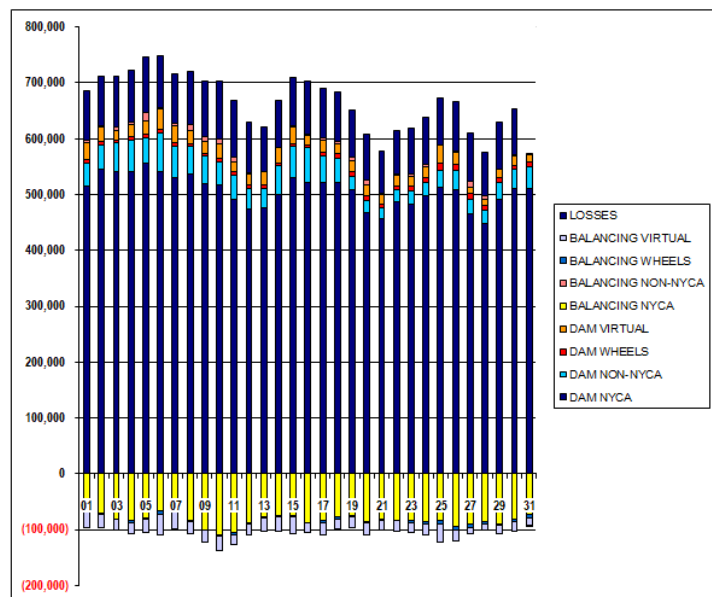
# SETTLEMENTS REPORT

## January 2018 Close-Out Settlement

### October 5, 2018

## 4-Month Settlement Adjustment – Market Withdrawals Analysis

|                    | MONDAY   | TUESDAY   | WEDNESDAY | THURSDAY  | FRIDAY   | SATURDAY | SUNDAY   |
|--------------------|----------|-----------|-----------|-----------|----------|----------|----------|
|                    | 1        | 2         | 3         | 4         | 5        | 6        | 7        |
| DAM NYCA           | 515,126  | 544,737   | 541,155   | 541,267   | 555,782  | 541,603  | 530,010  |
| DAM NON-NYCA       | 41,647   | 44,366    | 50,755    | 56,425    | 46,141   | 67,494   | 56,387   |
| DAM WHEELS         | 5,986    | 6,396     | 5,652     | 6,848     | 5,446    | 6,842    | 6,289    |
| DAM VIRTUAL        | 30,662   | 24,420    | 17,771    | 20,426    | 24,378   | 38,171   | 30,438   |
| BALANCING NYCA     | (64,158) | (70,759)  | (81,416)  | (83,109)  | (78,682) | (67,431) | (66,407) |
| BALANCING NON-NYCA | 2,856    | 4,023     | 6,497     | 4,945     | 15,659   | 1,825    | 4,915    |
| BALANCING WHEELS   | (1,400)  | (1,710)   | (1,116)   | (4,045)   | (2,186)  | (4,885)  | (2,158)  |
| BALANCING VIRTUAL  | (30,662) | (24,420)  | (17,771)  | (20,426)  | (24,378) | (38,171) | (30,438) |
| UFE/LOSSES         | 89,421   | 88,797    | 90,519    | 92,804    | 99,263   | 92,601   | 88,710   |
|                    | 8        | 9         | 10        | 11        | 12       | 13       | 14       |
| DAM NYCA           | 535,889  | 518,809   | 516,408   | 492,160   | 473,648  | 475,394  | 499,666  |
| DAM NON-NYCA       | 49,504   | 50,161    | 41,631    | 42,401    | 36,990   | 36,415   | 52,258   |
| DAM WHEELS         | 4,846    | 5,186     | 6,061     | 6,890     | 6,580    | 5,128    | 4,581    |
| DAM VIRTUAL        | 23,518   | 21,217    | 26,843    | 17,377    | 19,402   | 23,201   | 27,540   |
| BALANCING NYCA     | (83,095) | (100,115) | (109,579) | (106,232) | (88,946) | (77,731) | (74,050) |
| BALANCING NON-NYCA | 11,837   | 7,338     | 9,387     | 7,912     | 3,145    | (620)    | (2,499)  |
| BALANCING WHEELS   | (1,687)  | (630)     | (1,525)   | (2,354)   | (2,044)  | (592)    | (77)     |
| BALANCING VIRTUAL  | (23,518) | (21,217)  | (26,843)  | (17,377)  | (19,402) | (23,201) | (27,540) |
| UFE/LOSSES         | 94,948   | 99,881    | 103,723   | 101,860   | 89,751   | 80,657   | 84,744   |
|                    | 15       | 16        | 17        | 18        | 19       | 20       | 21       |
| DAM NYCA           | 529,399  | 522,498   | 521,165   | 521,907   | 508,255  | 467,008  | 456,929  |
| DAM NON-NYCA       | 56,050   | 60,652    | 47,593    | 42,392    | 24,331   | 21,921   | 19,338   |
| DAM WHEELS         | 5,554    | 5,052     | 7,896     | 8,353     | 7,450    | 7,861    | 7,341    |
| DAM VIRTUAL        | 30,247   | 17,856    | 20,985    | 17,647    | 19,819   | 21,498   | 16,502   |
| BALANCING NYCA     | (75,871) | (87,698)  | (84,503)  | (77,246)  | (74,418) | (85,052) | (81,565) |
| BALANCING NON-NYCA | 2,526    | 2,544     | 3,535     | 3,695     | 6,823    | 7,467    | 2,423    |
| BALANCING WHEELS   | (659)    | (516)     | (3,360)   | (3,817)   | (2,914)  | (3,325)  | (2,805)  |
| BALANCING VIRTUAL  | (30,247) | (17,856)  | (20,985)  | (17,647)  | (19,819) | (21,498) | (16,502) |
| UFE/LOSSES         | 86,461   | 94,217    | 89,394    | 90,651    | 83,885   | 82,836   | 74,840   |
|                    | 22       | 23        | 24        | 25        | 26       | 27       | 28       |
| DAM NYCA           | 487,655  | 481,626   | 497,049   | 513,899   | 509,382  | 465,059  | 449,046  |
| DAM NON-NYCA       | 21,550   | 24,707    | 24,848    | 30,092    | 33,859   | 27,060   | 23,213   |
| DAM WHEELS         | 5,647    | 9,170     | 7,252     | 11,931    | 10,802   | 9,586    | 8,513    |
| DAM VIRTUAL        | 19,932   | 16,923    | 20,383    | 31,946    | 21,304   | 10,999   | 10,185   |
| BALANCING NYCA     | (83,316) | (83,108)  | (86,486)  | (82,752)  | (93,731) | (90,888) | (85,773) |
| BALANCING NON-NYCA | 1,944    | 4,361     | 3,462     | (215)     | 3,205    | 11,959   | 6,196    |
| BALANCING WHEELS   | (911)    | (4,634)   | (2,716)   | (7,395)   | (6,266)  | (5,000)  | (3,952)  |
| BALANCING VIRTUAL  | (19,932) | (16,923)  | (20,383)  | (31,946)  | (21,304) | (10,999) | (10,185) |
| UFE/LOSSES         | 77,114   | 81,200    | 84,829    | 84,433    | 88,556   | 85,007   | 77,855   |
|                    | 29       | 30        | 31        |           |          |          |          |
| DAM NYCA           | 490,490  | 510,164   | 511,347   |           |          |          |          |
| DAM NON-NYCA       | 31,852   | 34,092    | 37,337    |           |          |          |          |
| DAM WHEELS         | 7,211    | 8,353     | 9,867     |           |          |          |          |
| DAM VIRTUAL        | 15,833   | 17,087    | 13,300    |           |          |          |          |
| BALANCING NYCA     | (89,307) | (82,392)  | (72,914)  |           |          |          |          |
| BALANCING NON-NYCA | 703      | 898       | 1,997     |           |          |          |          |
| BALANCING WHEELS   | (2,675)  | (3,817)   | (5,330)   |           |          |          |          |
| BALANCING VIRTUAL  | (15,833) | (17,087)  | (13,300)  |           |          |          |          |
| UFE/LOSSES         | 82,867   | 83,674    | (2,056)   |           |          |          |          |





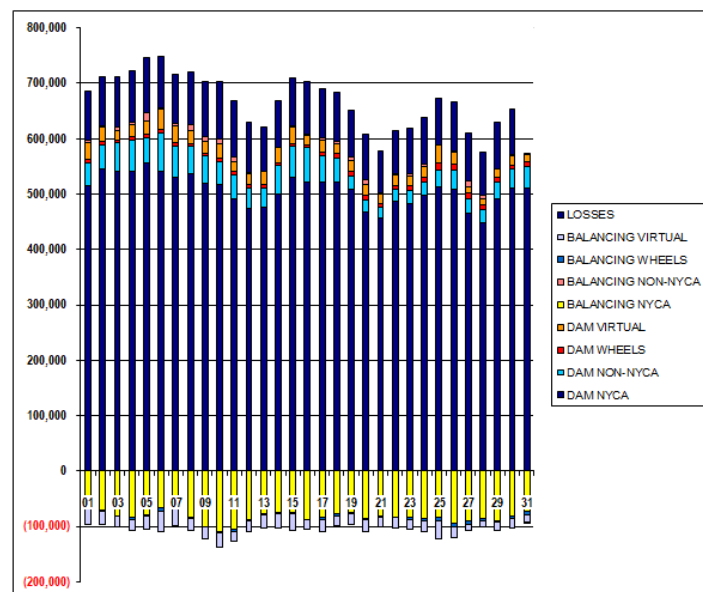
# SETTLEMENTS REPORT

## January 2018 Close-Out Settlement

### October 5, 2018

## Close-Out Settlement – Market Withdrawals Analysis

|                    | MONDAY   | TUESDAY   | WEDNESDAY | THURSDAY  | FRIDAY   | SATURDAY | SUNDAY   |
|--------------------|----------|-----------|-----------|-----------|----------|----------|----------|
|                    | 1        | 2         | 3         | 4         | 5        | 6        | 7        |
| DAM NYCA           | 515,126  | 544,737   | 541,155   | 541,267   | 555,782  | 541,603  | 530,010  |
| DAM NON-NYCA       | 41,647   | 44,366    | 50,755    | 56,425    | 46,141   | 67,494   | 56,387   |
| DAM WHEELS         | 5,986    | 6,396     | 5,652     | 6,848     | 5,446    | 6,842    | 6,289    |
| DAM VIRTUAL        | 30,662   | 24,420    | 17,771    | 20,426    | 24,378   | 38,171   | 30,438   |
| BALANCING NYCA     | (64,158) | (70,759)  | (81,416)  | (83,109)  | (78,682) | (67,431) | (66,407) |
| BALANCING NON-NYCA | 2,856    | 4,023     | 6,497     | 4,945     | 15,659   | 1,825    | 4,915    |
| BALANCING WHEELS   | (1,400)  | (1,710)   | (1,116)   | (4,045)   | (2,186)  | (4,885)  | (2,158)  |
| BALANCING VIRTUAL  | (30,662) | (24,420)  | (17,771)  | (20,426)  | (24,378) | (38,171) | (30,438) |
| UFELOSSES          | 89,421   | 88,797    | 90,519    | 92,804    | 99,263   | 92,601   | 88,710   |
|                    | 8        | 9         | 10        | 11        | 12       | 13       | 14       |
| DAM NYCA           | 535,889  | 518,609   | 516,408   | 492,160   | 473,648  | 475,394  | 499,666  |
| DAM NON-NYCA       | 49,504   | 50,161    | 41,631    | 42,401    | 36,990   | 36,415   | 52,258   |
| DAM WHEELS         | 4,846    | 5,166     | 6,061     | 6,890     | 6,580    | 5,128    | 4,581    |
| DAM VIRTUAL        | 23,518   | 21,217    | 26,843    | 17,377    | 19,402   | 23,201   | 27,540   |
| BALANCING NYCA     | (83,095) | (100,115) | (109,579) | (106,232) | (88,946) | (77,731) | (74,051) |
| BALANCING NON-NYCA | 11,837   | 7,338     | 9,387     | 7,912     | 3,145    | (620)    | (2,499)  |
| BALANCING WHEELS   | (1,887)  | (630)     | (1,525)   | (2,354)   | (2,044)  | (592)    | (77)     |
| BALANCING VIRTUAL  | (23,518) | (21,217)  | (26,843)  | (17,377)  | (19,402) | (23,201) | (27,540) |
| UFELOSSES          | 94,948   | 99,881    | 103,723   | 101,860   | 89,751   | 80,657   | 84,744   |
|                    | 15       | 16        | 17        | 18        | 19       | 20       | 21       |
| DAM NYCA           | 529,399  | 522,498   | 521,165   | 521,907   | 508,255  | 467,008  | 456,929  |
| DAM NON-NYCA       | 56,050   | 60,652    | 47,593    | 42,392    | 24,331   | 21,921   | 19,338   |
| DAM WHEELS         | 5,554    | 5,052     | 7,896     | 8,353     | 7,450    | 7,861    | 7,341    |
| DAM VIRTUAL        | 30,247   | 17,856    | 20,985    | 17,647    | 19,819   | 21,498   | 16,502   |
| BALANCING NYCA     | (75,871) | (87,696)  | (84,503)  | (77,246)  | (74,418) | (85,052) | (81,565) |
| BALANCING NON-NYCA | 2,526    | 2,544     | 3,535     | 3,695     | 6,823    | 7,467    | 2,423    |
| BALANCING WHEELS   | (659)    | (516)     | (3,360)   | (3,817)   | (2,914)  | (3,325)  | (2,805)  |
| BALANCING VIRTUAL  | (30,247) | (17,856)  | (20,985)  | (17,647)  | (19,819) | (21,498) | (16,502) |
| UFELOSSES          | 86,461   | 94,217    | 89,394    | 90,651    | 83,885   | 82,836   | 74,840   |
|                    | 22       | 23        | 24        | 25        | 26       | 27       | 28       |
| DAM NYCA           | 487,655  | 481,626   | 497,049   | 513,899   | 509,382  | 465,059  | 449,046  |
| DAM NON-NYCA       | 21,550   | 24,707    | 24,846    | 30,092    | 33,859   | 27,060   | 23,213   |
| DAM WHEELS         | 5,647    | 9,170     | 7,252     | 11,931    | 10,802   | 9,586    | 8,513    |
| DAM VIRTUAL        | 19,932   | 16,923    | 20,383    | 31,946    | 21,304   | 10,999   | 10,185   |
| BALANCING NYCA     | (83,316) | (83,108)  | (86,466)  | (82,762)  | (93,731) | (90,888) | (85,773) |
| BALANCING NON-NYCA | 1,944    | 4,361     | 3,462     | (215)     | 3,205    | 11,959   | 6,196    |
| BALANCING WHEELS   | (911)    | (4,634)   | (2,716)   | (7,395)   | (6,266)  | (5,000)  | (3,952)  |
| BALANCING VIRTUAL  | (19,932) | (16,923)  | (20,383)  | (31,946)  | (21,304) | (10,999) | (10,185) |
| UFELOSSES          | 77,114   | 81,200    | 84,829    | 84,433    | 88,556   | 85,007   | 77,855   |
|                    | 29       | 30        | 31        |           |          |          |          |
| DAM NYCA           | 490,490  | 510,164   | 511,347   |           |          |          |          |
| DAM NON-NYCA       | 31,852   | 34,082    | 37,337    |           |          |          |          |
| DAM WHEELS         | 7,211    | 8,353     | 9,867     |           |          |          |          |
| DAM VIRTUAL        | 15,833   | 17,087    | 13,300    |           |          |          |          |
| BALANCING NYCA     | (89,307) | (82,392)  | (72,914)  |           |          |          |          |
| BALANCING NON-NYCA | 703      | 898       | 1,997     |           |          |          |          |
| BALANCING WHEELS   | (2,675)  | (3,817)   | (5,330)   |           |          |          |          |
| BALANCING VIRTUAL  | (15,833) | (17,087)  | (13,300)  |           |          |          |          |
| UFELOSSES          | 82,867   | 83,674    | (2,056)   |           |          |          |          |

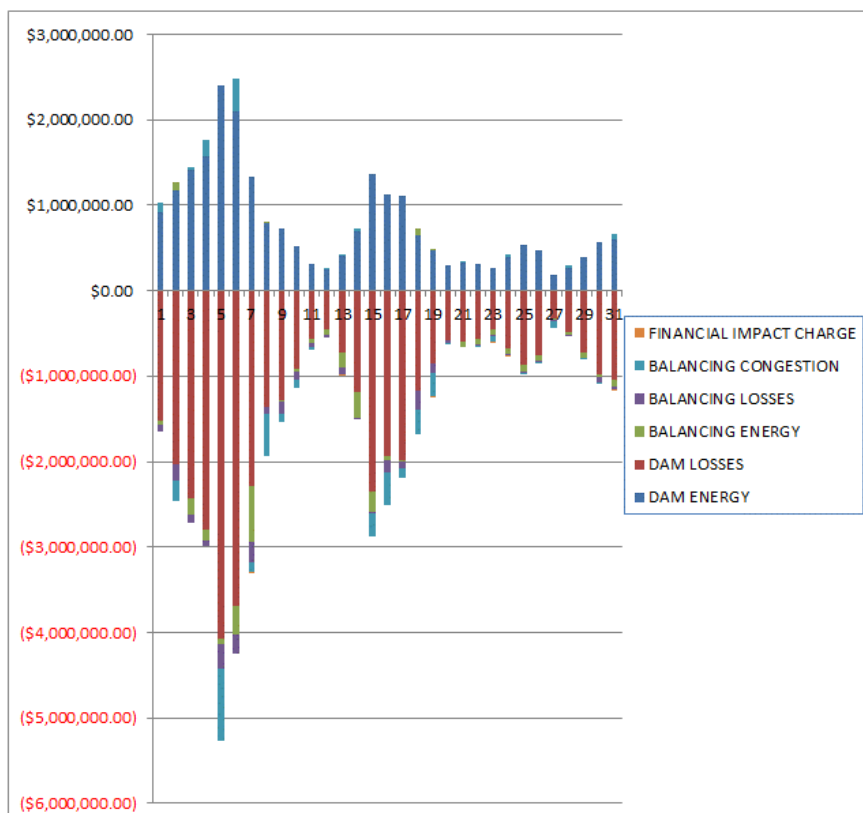




SETTLEMENTS REPORT  
January 2018 Close-Out Settlement  
October 5, 2018

4-Month Settlement Adjustment – Market Residuals Analysis

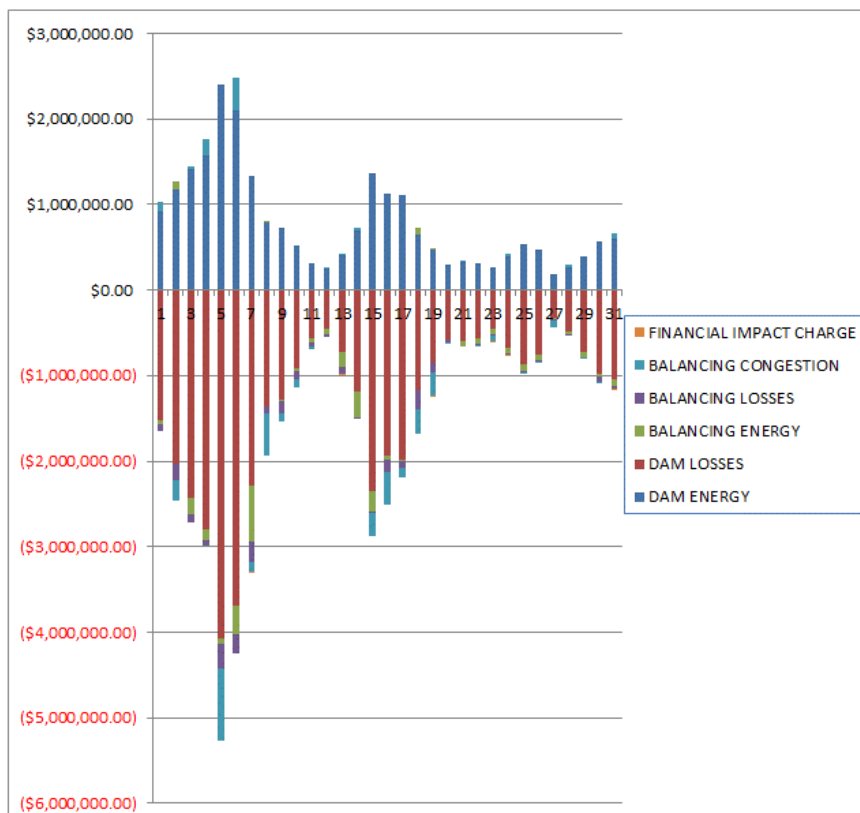
|                         | MONDAY           | TUESDAY          | WEDNESDAY        | THURSDAY         | FRIDAY           | SATURDAY         | SUNDAY           |
|-------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                         | 1                | 2                | 3                | 4                | 5                | 6                | 7                |
| DAM ENERGY              | \$913,628.70     | \$1,170,170.87   | \$1,410,034.00   | \$1,577,840.34   | \$2,403,631.67   | \$2,104,567.05   | \$1,337,543.54   |
| DAM LOSSES              | (\$1,518,895.22) | (\$2,028,401.91) | (\$2,426,309.20) | (\$2,789,197.95) | (\$4,070,349.82) | (\$3,682,227.94) | (\$2,292,891.52) |
| BALANCING ENERGY        | (\$54,996.23)    | \$94,753.01      | (\$195,849.00)   | (\$128,967.93)   | (\$63,139.88)    | (\$338,340.61)   | (\$639,710.28)   |
| BALANCING LOSSES        | (\$73,017.50)    | (\$194,609.20)   | (\$97,832.40)    | (\$71,036.51)    | (\$284,725.90)   | (\$232,386.96)   | (\$248,265.68)   |
| BALANCING CONGESTION    | \$120,217.56     | (\$238,674.38)   | \$30,119.44      | \$186,211.21     | (\$849,814.91)   | \$380,061.81     | (\$103,571.68)   |
| FINANCIAL IMPACT CHARGE | \$0.00           | \$0.00           | \$0.00           | \$0.00           | \$0.00           | \$0.00           | (\$13,543.00)    |
|                         | 8                | 9                | 10               | 11               | 12               | 13               | 14               |
| DAM ENERGY              | \$790,567.83     | \$730,043.65     | \$522,737.49     | \$310,519.47     | \$241,532.10     | \$408,488.66     | \$696,178.27     |
| DAM LOSSES              | (\$1,363,369.80) | (\$1,277,078.43) | (\$917,078.78)   | (\$561,874.88)   | (\$452,776.00)   | (\$722,275.49)   | (\$1,187,012.80) |
| BALANCING ENERGY        | \$10,618.76      | (\$25,599.98)    | (\$34,030.72)    | (\$43,225.45)    | (\$64,220.96)    | (\$184,266.54)   | (\$305,266.47)   |
| BALANCING LOSSES        | (\$74,342.39)    | (\$142,589.12)   | (\$85,020.51)    | (\$47,454.19)    | (\$24,740.64)    | (\$78,977.61)    | (\$18,692.12)    |
| BALANCING CONGESTION    | (\$500,417.34)   | (\$89,967.83)    | (\$103,215.92)   | (\$43,457.03)    | \$14,933.68      | \$15,219.76      | \$32,475.77      |
| FINANCIAL IMPACT CHARGE | \$0.00           | \$0.00           | \$0.00           | \$0.00           | \$0.00           | (\$23.00)        | \$0.00           |
|                         | 15               | 16               | 17               | 18               | 19               | 20               | 21               |
| DAM ENERGY              | \$1,369,687.65   | \$1,125,652.55   | \$1,115,465.57   | \$652,552.65     | \$471,363.46     | \$301,949.45     | \$329,450.62     |
| DAM LOSSES              | (\$2,342,524.20) | (\$1,935,701.77) | (\$1,980,670.68) | (\$1,173,814.33) | (\$856,087.77)   | (\$576,195.56)   | (\$589,117.20)   |
| BALANCING ENERGY        | (\$239,555.23)   | (\$49,867.35)    | (\$14,403.65)    | \$67,624.73      | \$4,650.42       | (\$7,788.81)     | (\$76,315.35)    |
| BALANCING LOSSES        | (\$21,246.27)    | (\$142,856.04)   | (\$87,574.71)    | (\$212,089.12)   | (\$105,334.82)   | (\$20,445.58)    | \$1,375.80       |
| BALANCING CONGESTION    | (\$266,114.12)   | (\$374,703.77)   | (\$116,021.00)   | (\$293,227.31)   | (\$277,995.52)   | (\$25,211.92)    | \$4,098.65       |
| FINANCIAL IMPACT CHARGE | \$0.00           | \$0.00           | \$0.00           | \$0.00           | (\$31.29)        | \$0.00           | \$0.00           |
|                         | 22               | 23               | 24               | 25               | 26               | 27               | 28               |
| DAM ENERGY              | \$320,007.79     | \$259,187.27     | \$394,724.33     | \$529,582.37     | \$469,872.57     | \$189,197.20     | \$272,329.97     |
| DAM LOSSES              | (\$567,150.54)   | (\$459,696.39)   | (\$668,892.88)   | (\$864,332.41)   | (\$762,292.27)   | (\$329,861.02)   | (\$485,833.56)   |
| BALANCING ENERGY        | (\$65,375.73)    | (\$50,106.37)    | (\$76,404.77)    | (\$79,383.23)    | (\$58,990.51)    | (\$7,204.32)     | (\$30,450.57)    |
| BALANCING LOSSES        | (\$3,926.62)     | (\$25,123.01)    | (\$7,841.96)     | (\$13,336.11)    | (\$9,027.83)     | (\$14,043.33)    | (\$4,050.29)     |
| BALANCING CONGESTION    | (\$31,020.53)    | (\$58,512.57)    | \$22,874.37      | (\$12,728.27)    | (\$27,317.62)    | (\$85,932.66)    | \$17,784.84      |
| FINANCIAL IMPACT CHARGE | \$0.00           | (\$144.04)       | (\$5,411.79)     | \$0.00           | \$0.00           | \$0.00           | \$0.00           |
|                         | 29               | 30               | 31               |                  |                  |                  |                  |
| DAM ENERGY              | \$399,921.19     | \$571,027.07     | \$593,309.88     |                  |                  |                  |                  |
| DAM LOSSES              | (\$716,097.46)   | (\$979,274.60)   | (\$1,042,833.49) |                  |                  |                  |                  |
| BALANCING ENERGY        | (\$65,112.37)    | (\$32,551.68)    | (\$79,684.85)    |                  |                  |                  |                  |
| BALANCING LOSSES        | (\$9,278.74)     | (\$60,690.39)    | (\$31,166.38)    |                  |                  |                  |                  |
| BALANCING CONGESTION    | (\$1,809.09)     | (\$11,896.34)    | \$75,614.52      |                  |                  |                  |                  |
| FINANCIAL IMPACT CHARGE | \$0.00           | \$0.00           | (\$90.17)        |                  |                  |                  |                  |



SETTLEMENTS REPORT  
January 2018 Close-Out Settlement  
October 5, 2018

Close-Out Settlement – Market Residuals Analysis

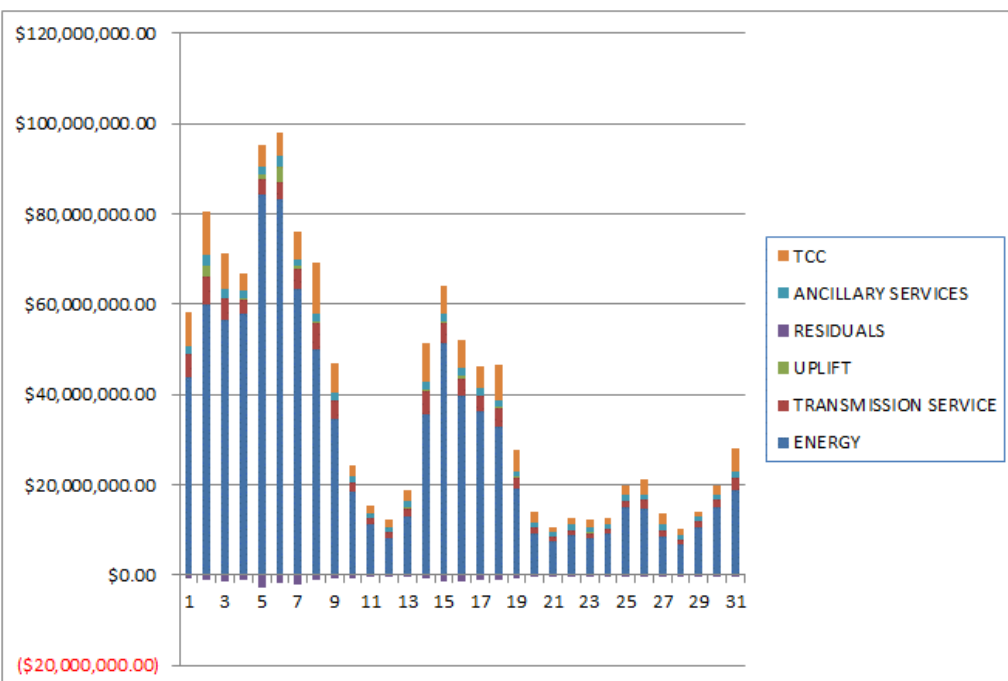
|                         | MONDAY           | TUESDAY          | WEDNESDAY        | THURSDAY         | FRIDAY           | SATURDAY         | SUNDAY           |
|-------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                         | 1                | 2                | 3                | 4                | 5                | 6                | 7                |
| DAM ENERGY              | \$913,628.71     | \$1,170,170.88   | \$1,410,034.00   | \$1,577,840.34   | \$2,403,631.67   | \$2,104,567.06   | \$1,337,543.54   |
| DAM LOSSES              | (\$1,518,895.21) | (\$2,028,401.92) | (\$2,426,309.20) | (\$2,789,197.95) | (\$4,070,349.82) | (\$3,682,227.94) | (\$2,292,891.53) |
| BALANCING ENERGY        | (\$54,996.23)    | \$94,753.01      | (\$195,849.00)   | (\$128,967.93)   | (\$63,139.88)    | (\$338,340.61)   | (\$639,710.28)   |
| BALANCING LOSSES        | (\$73,017.51)    | (\$194,609.20)   | (\$97,832.40)    | (\$71,036.51)    | (\$284,725.89)   | (\$232,386.96)   | (\$248,265.68)   |
| BALANCING CONGESTION    | \$120,217.56     | (\$238,674.38)   | \$30,119.44      | \$186,211.21     | (\$849,814.91)   | \$380,061.81     | (\$103,571.68)   |
| FINANCIAL IMPACT CHARGE | \$0.00           | \$0.00           | \$0.00           | \$0.00           | \$0.00           | \$0.00           | (\$13,542.99)    |
|                         | 8                | 9                | 10               | 11               | 12               | 13               | 14               |
| DAM ENERGY              | \$790,567.83     | \$730,043.65     | \$522,737.49     | \$310,519.47     | \$241,532.10     | \$408,488.66     | \$696,178.27     |
| DAM LOSSES              | (\$1,363,369.80) | (\$1,277,078.43) | (\$917,078.78)   | (\$561,874.88)   | (\$452,775.99)   | (\$722,275.49)   | (\$1,187,012.80) |
| BALANCING ENERGY        | \$10,618.76      | (\$25,599.98)    | (\$34,030.72)    | (\$43,225.45)    | (\$64,220.96)    | (\$184,266.54)   | (\$305,266.47)   |
| BALANCING LOSSES        | (\$74,342.39)    | (\$142,589.12)   | (\$85,020.51)    | (\$47,454.19)    | (\$24,740.64)    | (\$78,977.60)    | (\$18,692.12)    |
| BALANCING CONGESTION    | (\$500,417.34)   | (\$89,967.83)    | (\$103,215.91)   | (\$43,457.03)    | \$14,833.68      | \$15,219.76      | \$32,475.78      |
| FINANCIAL IMPACT CHARGE | \$0.00           | \$0.00           | \$0.00           | \$0.00           | \$0.00           | (\$23.01)        | \$0.00           |
|                         | 15               | 16               | 17               | 18               | 19               | 20               | 21               |
| DAM ENERGY              | \$1,369,687.65   | \$1,125,652.56   | \$1,115,465.57   | \$652,552.65     | \$471,363.46     | \$301,949.45     | \$329,450.62     |
| DAM LOSSES              | (\$2,342,524.19) | (\$1,935,701.77) | (\$1,980,870.68) | (\$1,173,814.33) | (\$856,087.77)   | (\$576,195.56)   | (\$589,117.19)   |
| BALANCING ENERGY        | (\$239,555.23)   | (\$49,867.35)    | (\$14,403.64)    | \$67,624.73      | \$4,650.42       | (\$7,788.81)     | (\$76,315.35)    |
| BALANCING LOSSES        | (\$21,246.27)    | (\$142,856.03)   | (\$87,574.71)    | (\$212,089.12)   | (\$105,334.82)   | (\$20,445.58)    | \$1,375.80       |
| BALANCING CONGESTION    | (\$266,114.12)   | (\$374,703.77)   | (\$116,020.99)   | (\$293,227.32)   | (\$277,995.52)   | (\$25,211.92)    | \$4,098.65       |
| FINANCIAL IMPACT CHARGE | \$0.00           | \$0.00           | \$0.00           | \$0.00           | (\$31.35)        | \$0.00           | \$0.00           |
|                         | 22               | 23               | 24               | 25               | 26               | 27               | 28               |
| DAM ENERGY              | \$320,007.79     | \$259,187.27     | \$394,724.32     | \$529,582.38     | \$469,872.58     | \$189,197.20     | \$272,329.97     |
| DAM LOSSES              | (\$567,150.54)   | (\$459,696.39)   | (\$668,892.88)   | (\$864,332.41)   | (\$762,292.27)   | (\$329,861.02)   | (\$485,833.56)   |
| BALANCING ENERGY        | (\$65,375.73)    | (\$50,106.37)    | (\$76,404.77)    | (\$79,383.23)    | (\$58,990.51)    | (\$7,204.32)     | (\$30,450.57)    |
| BALANCING LOSSES        | (\$3,926.62)     | (\$25,123.01)    | (\$7,841.96)     | (\$13,336.11)    | (\$9,027.83)     | (\$14,043.34)    | (\$4,050.29)     |
| BALANCING CONGESTION    | (\$31,020.53)    | (\$58,512.57)    | \$22,874.37      | (\$12,728.27)    | (\$27,317.62)    | (\$85,932.66)    | \$17,784.84      |
| FINANCIAL IMPACT CHARGE | \$0.00           | (\$144.11)       | (\$5,411.76)     | \$0.00           | \$0.00           | \$0.00           | \$0.00           |
|                         | 29               | 30               | 31               |                  |                  |                  |                  |
| DAM ENERGY              | \$399,921.19     | \$571,027.08     | \$593,309.89     |                  |                  |                  |                  |
| DAM LOSSES              | (\$716,097.46)   | (\$979,274.60)   | (\$1,042,833.49) |                  |                  |                  |                  |
| BALANCING ENERGY        | (\$65,112.37)    | (\$32,551.68)    | (\$79,684.85)    |                  |                  |                  |                  |
| BALANCING LOSSES        | (\$9,278.74)     | (\$60,690.40)    | (\$31,166.38)    |                  |                  |                  |                  |
| BALANCING CONGESTION    | (\$1,809.09)     | (\$11,896.34)    | \$75,614.52      |                  |                  |                  |                  |
| FINANCIAL IMPACT CHARGE | \$0.00           | \$0.00           | (\$90.14)        |                  |                  |                  |                  |



SETTLEMENTS REPORT  
January 2018 Close-Out Settlement  
October 5, 2018

4-Month Settlement Adjustment – Market Costs Analysis

|                      | MONDAY           | TUESDAY          | WEDNESDAY        | THURSDAY         | FRIDAY           | SATURDAY         | SUNDAY           |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                      | 1                | 2                | 3                | 4                | 5                | 6                | 7                |
| ENERGY               | \$43,690,372.46  | \$59,915,086.68  | \$56,528,122.08  | \$57,730,156.75  | \$84,297,143.19  | \$83,100,038.47  | \$63,268,570.03  |
| TRANSMISSION SERVICE | \$5,264,625.85   | \$6,051,183.74   | \$4,679,887.23   | \$3,257,974.13   | \$3,365,654.90   | \$3,794,124.93   | \$4,625,274.60   |
| UPLIFT               | \$162,827.53     | \$2,628,630.71   | \$56,502.92      | \$394,715.71     | \$904,451.11     | \$3,591,884.68   | \$619,407.56     |
| RESIDUALS            | (\$613,062.69)   | (\$1,196,761.61) | (\$1,279,837.16) | (\$1,225,150.84) | (\$2,864,398.84) | (\$1,766,326.65) | (\$1,960,438.62) |
| ANCILLARY SERVICES   | \$1,598,710.57   | \$2,148,218.63   | \$2,081,943.22   | \$1,493,682.47   | \$2,036,739.44   | \$2,259,731.20   | \$1,449,299.57   |
| TCC                  | \$7,628,339.32   | \$9,690,325.34   | \$7,990,653.89   | \$3,899,511.20   | \$4,559,675.23   | \$5,369,025.88   | \$6,236,694.23   |
|                      | 8                | 9                | 10               | 11               | 12               | 13               | 14               |
| ENERGY               | \$49,955,883.00  | \$34,606,569.14  | \$18,508,681.52  | \$11,123,354.11  | \$8,259,917.02   | \$12,862,090.14  | \$35,674,854.32  |
| TRANSMISSION SERVICE | \$5,934,591.01   | \$3,937,478.58   | \$1,979,072.49   | \$1,440,812.51   | \$1,180,095.27   | \$1,960,366.22   | \$5,097,882.27   |
| UPLIFT               | \$273,430.54     | \$274,558.59     | \$64,560.02      | \$73,389.54      | \$49,168.84      | \$344,395.44     | \$447,685.10     |
| RESIDUALS            | (\$1,136,942.94) | (\$804,891.71)   | (\$616,608.44)   | (\$385,492.08)   | (\$285,271.82)   | (\$561,834.22)   | (\$782,317.35)   |
| ANCILLARY SERVICES   | \$1,635,661.97   | \$1,533,600.33   | \$1,201,566.76   | \$1,140,247.54   | \$1,092,067.88   | \$1,169,553.60   | \$1,519,167.69   |
| TCC                  | \$11,333,966.78  | \$6,444,668.10   | \$2,369,177.84   | \$1,688,122.71   | \$1,541,624.96   | \$2,435,288.51   | \$8,617,931.28   |
|                      | 15               | 16               | 17               | 18               | 19               | 20               | 21               |
| ENERGY               | \$51,541,698.11  | \$39,638,846.69  | \$36,283,176.38  | \$32,993,446.47  | \$18,982,602.06  | \$9,241,753.56   | \$7,586,332.40   |
| TRANSMISSION SERVICE | \$4,244,181.52   | \$3,982,674.21   | \$3,270,857.69   | \$4,121,791.11   | \$2,697,668.73   | \$1,363,698.25   | \$888,904.65     |
| UPLIFT               | \$293,781.43     | \$633,821.46     | \$302,614.94     | \$281,311.69     | \$169,897.74     | \$15,338.14      | \$33,812.20      |
| RESIDUALS            | (\$1,499,752.17) | (\$1,377,476.38) | (\$1,083,204.47) | (\$958,953.38)   | (\$763,435.52)   | (\$327,692.42)   | (\$330,507.48)   |
| ANCILLARY SERVICES   | \$1,658,231.38   | \$1,555,680.33   | \$1,527,101.28   | \$1,433,335.73   | \$1,226,010.01   | \$1,061,884.98   | \$1,033,638.51   |
| TCC                  | \$6,196,661.14   | \$6,317,684.91   | \$5,000,048.04   | \$7,592,014.85   | \$4,739,849.52   | \$2,459,385.57   | \$921,157.61     |
|                      | 22               | 23               | 24               | 25               | 26               | 27               | 28               |
| ENERGY               | \$8,839,787.65   | \$8,086,825.21   | \$9,244,783.05   | \$14,862,455.18  | \$14,721,993.92  | \$8,373,453.20   | \$6,934,592.01   |
| TRANSMISSION SERVICE | \$1,174,336.30   | \$1,285,118.03   | \$1,023,021.33   | \$1,577,054.93   | \$1,897,601.69   | \$1,618,268.48   | \$995,071.93     |
| UPLIFT               | \$45,225.86      | \$70,658.41      | \$35,859.85      | \$22,180.99      | \$34,658.83      | \$55,329.70      | \$31,933.99      |
| RESIDUALS            | (\$347,465.63)   | (\$334,395.11)   | (\$340,952.70)   | (\$440,197.65)   | (\$387,755.66)   | (\$247,844.13)   | (\$230,219.61)   |
| ANCILLARY SERVICES   | \$1,073,257.41   | \$1,099,607.29   | \$1,124,766.74   | \$1,183,199.33   | \$1,134,028.06   | \$1,168,933.53   | \$1,071,534.54   |
| TCC                  | \$1,664,148.28   | \$1,830,239.55   | \$1,143,354.77   | \$2,201,710.51   | \$3,409,751.62   | \$2,398,328.18   | \$1,098,077.37   |
|                      | 29               | 30               | 31               |                  |                  |                  |                  |
| ENERGY               | \$10,623,782.43  | \$15,015,812.56  | \$18,855,119.41  |                  |                  |                  |                  |
| TRANSMISSION SERVICE | \$1,157,387.57   | \$1,638,953.42   | \$2,569,394.59   |                  |                  |                  |                  |
| UPLIFT               | \$33,004.39      | \$47,556.59      | \$158,221.17     |                  |                  |                  |                  |
| RESIDUALS            | (\$392,376.47)   | (\$513,385.94)   | (\$484,850.49)   |                  |                  |                  |                  |
| ANCILLARY SERVICES   | \$1,081,475.79   | \$1,152,725.54   | \$1,266,849.88   |                  |                  |                  |                  |
| TCC                  | \$1,218,536.81   | \$2,029,853.20   | \$5,224,086.81   |                  |                  |                  |                  |



SETTLEMENTS REPORT  
January 2018 Close-Out Settlement  
October 5, 2018

Close-Out Settlement – Market Costs Analysis

|                      | MONDAY           | TUESDAY          | WEDNESDAY        | THURSDAY         | FRIDAY           | SATURDAY         | SUNDAY           |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                      | 1                | 2                | 3                | 4                | 5                | 6                | 7                |
| ENERGY               | \$43,690,372.37  | \$59,915,086.57  | \$56,528,121.97  | \$57,730,156.90  | \$84,297,143.00  | \$83,100,038.07  | \$63,268,569.81  |
| TRANSMISSION SERVICE | \$5,264,625.93   | \$6,051,183.77   | \$4,679,887.25   | \$3,257,974.19   | \$3,365,654.92   | \$3,794,124.96   | \$4,625,274.62   |
| UPLIFT               | \$162,827.53     | \$2,628,630.71   | \$56,502.89      | \$394,715.71     | \$904,451.11     | \$3,591,884.68   | \$619,407.56     |
| RESIDUALS            | (\$613,062.68)   | (\$1,196,761.61) | (\$1,279,837.16) | (\$1,225,150.84) | (\$2,864,398.83) | (\$1,766,326.64) | (\$1,960,438.62) |
| ANCILLARY SERVICES   | \$1,598,710.69   | \$2,148,218.67   | \$2,081,943.25   | \$1,493,682.55   | \$2,036,739.49   | \$2,259,731.24   | \$1,449,299.60   |
| TCC                  | \$7,628,339.32   | \$9,690,325.34   | \$7,990,653.89   | \$3,899,511.20   | \$4,559,675.23   | \$5,369,025.88   | \$6,236,694.23   |
|                      | 8                | 9                | 10               | 11               | 12               | 13               | 14               |
| ENERGY               | \$49,955,883.34  | \$34,606,568.95  | \$18,508,681.33  | \$11,123,354.16  | \$8,259,916.92   | \$12,862,090.05  | \$35,674,854.19  |
| TRANSMISSION SERVICE | \$5,934,591.04   | \$3,937,478.61   | \$1,979,072.53   | \$1,440,812.53   | \$1,180,095.30   | \$1,960,366.30   | \$5,097,882.47   |
| UPLIFT               | \$273,430.54     | \$274,558.58     | \$64,560.02      | \$73,389.54      | \$49,168.84      | \$344,395.44     | \$447,685.11     |
| RESIDUALS            | (\$1,136,942.94) | (\$804,891.71)   | (\$616,608.43)   | (\$385,492.08)   | (\$285,271.81)   | (\$561,834.22)   | (\$782,317.34)   |
| ANCILLARY SERVICES   | \$1,635,662.02   | \$1,533,600.37   | \$1,201,566.83   | \$1,140,247.56   | \$1,092,067.93   | \$1,169,553.73   | \$1,519,168.00   |
| TCC                  | \$11,333,966.78  | \$6,444,968.10   | \$2,369,177.84   | \$1,688,122.71   | \$1,541,624.96   | \$2,435,288.51   | \$8,617,931.28   |
|                      | 15               | 16               | 17               | 18               | 19               | 20               | 21               |
| ENERGY               | \$51,541,697.96  | \$39,638,846.74  | \$36,283,176.40  | \$32,993,446.89  | \$18,982,602.44  | \$9,241,753.55   | \$7,586,332.44   |
| TRANSMISSION SERVICE | \$4,244,181.67   | \$3,982,674.36   | \$3,270,857.76   | \$4,121,791.13   | \$2,697,668.76   | \$1,363,698.27   | \$888,904.71     |
| UPLIFT               | \$293,781.45     | \$633,821.46     | \$302,614.95     | \$281,311.69     | \$169,897.74     | \$15,338.14      | \$33,812.20      |
| RESIDUALS            | (\$1,499,752.16) | (\$1,377,476.36) | (\$1,083,204.45) | (\$958,953.39)   | (\$763,435.58)   | (\$327,692.42)   | (\$330,507.47)   |
| ANCILLARY SERVICES   | \$1,658,231.60   | \$1,555,680.56   | \$1,527,101.38   | \$1,433,335.77   | \$1,226,010.04   | \$1,061,885.03   | \$1,033,638.59   |
| TCC                  | \$6,196,661.14   | \$6,317,684.91   | \$5,000,048.04   | \$7,592,014.85   | \$4,739,849.52   | \$2,459,385.57   | \$921,157.61     |
|                      | 22               | 23               | 24               | 25               | 26               | 27               | 28               |
| ENERGY               | \$8,839,787.48   | \$8,086,825.55   | \$9,244,783.11   | \$14,862,455.32  | \$14,721,993.73  | \$8,373,453.32   | \$6,934,591.99   |
| TRANSMISSION SERVICE | \$1,174,336.35   | \$1,285,118.06   | \$1,023,021.38   | \$1,577,055.01   | \$1,897,601.74   | \$1,618,268.50   | \$995,071.97     |
| UPLIFT               | \$45,225.86      | \$70,658.41      | \$35,859.85      | \$22,180.99      | \$34,658.83      | \$55,329.70      | \$31,933.99      |
| RESIDUALS            | (\$347,465.63)   | (\$334,395.18)   | (\$340,952.68)   | (\$440,197.64)   | (\$387,755.65)   | (\$247,844.14)   | (\$230,219.61)   |
| ANCILLARY SERVICES   | \$1,073,257.47   | \$1,099,607.32   | \$1,124,766.82   | \$1,183,199.46   | \$1,134,028.14   | \$1,168,933.56   | \$1,071,534.58   |
| TCC                  | \$1,664,148.28   | \$1,830,239.55   | \$1,143,354.77   | \$2,201,710.51   | \$3,409,751.62   | \$2,398,326.18   | \$1,098,077.37   |
|                      | 29               | 30               | 31               |                  |                  |                  |                  |
| ENERGY               | \$10,623,782.41  | \$15,015,812.74  | \$18,855,119.23  |                  |                  |                  |                  |
| TRANSMISSION SERVICE | \$1,157,387.61   | \$1,638,953.46   | \$2,569,394.62   |                  |                  |                  |                  |
| UPLIFT               | \$33,004.39      | \$47,556.59      | \$158,221.17     |                  |                  |                  |                  |
| RESIDUALS            | (\$392,376.47)   | (\$513,385.94)   | (\$484,850.45)   |                  |                  |                  |                  |
| ANCILLARY SERVICES   | \$1,081,475.86   | \$1,152,725.58   | \$1,266,849.93   |                  |                  |                  |                  |
| TCC                  | \$1,218,536.81   | \$2,029,853.20   | \$5,224,086.81   |                  |                  |                  |                  |

