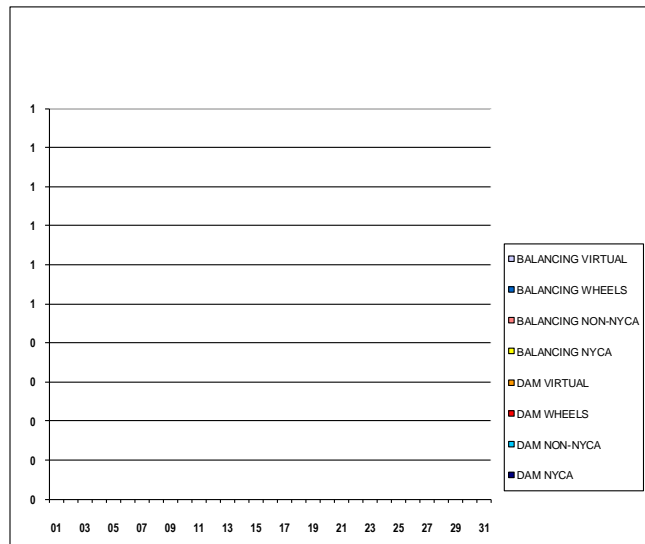


SETTLEMENTS REPORT
 December 2018 Settlement Adjustment
 September 9, 2019

Settlement Adjustment – Market Supply Delta Analysis

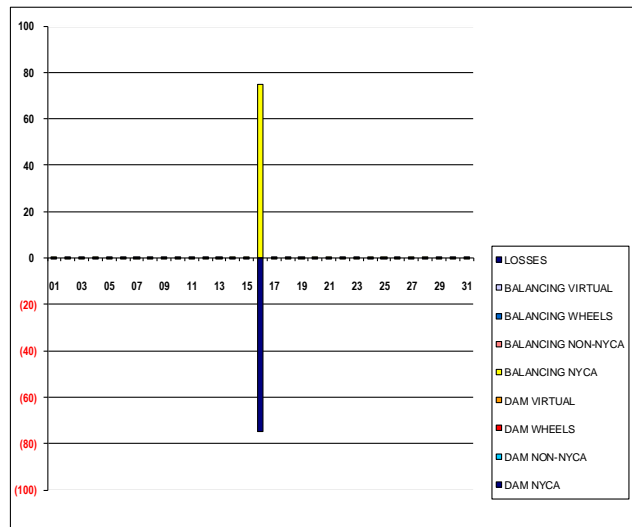
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
| | | | | | | 1 | 2 |
| DAM NYCA | | | | | | 0 | 0 |
| DAM NON-NYCA | | | | | | 0 | 0 |
| DAM WHEELS | | | | | | 0 | 0 |
| DAM VIRTUAL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



SETTLEMENTS REPORT
 December 2018 Settlement Adjustment
 September 9, 2019

Settlement Adjustment – Market Withdrawals Delta Analysis

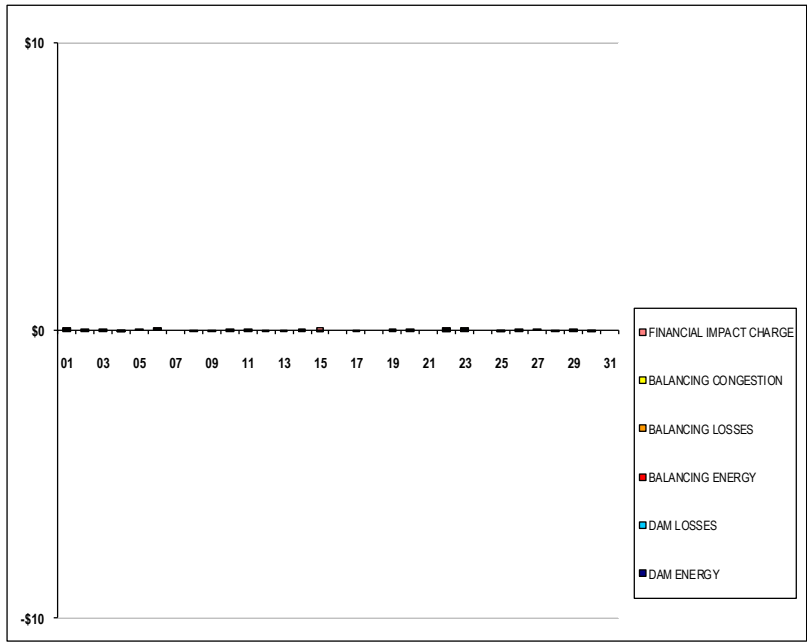
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
| | | | | | | 1 | 2 |
| DAM NYCA | | | | | | 0 | 0 |
| DAM NON-NYCA | | | | | | 0 | 0 |
| DAM WHEELS | | | | | | 0 | 0 |
| DAM VIRTUAL | | | | | | 0 | 0 |
| BALANCING NYCA | | | | | | 0 | (0) |
| BALANCING NON-NYCA | | | | | | 0 | 0 |
| BALANCING WHEELS | | | | | | 0 | 0 |
| BALANCING VIRTUAL | | | | | | 0 | 0 |
| UFE/LOSSES | | | | | | (0) | 0 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 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 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 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 | 75 |
| 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) | (75) |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 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 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 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 |
| | 31 | | | | | | |
| DAM NYCA | 0 | | | | | | |
| DAM NON-NYCA | 0 | | | | | | |
| DAM WHEELS | 0 | | | | | | |
| DAM VIRTUAL | 0 | | | | | | |
| BALANCING NYCA | (0) | | | | | | |
| BALANCING NON-NYCA | 0 | | | | | | |
| BALANCING WHEELS | 0 | | | | | | |
| BALANCING VIRTUAL | 0 | | | | | | |
| UFE/LOSSES | 0 | | | | | | |



SETTLEMENTS REPORT
December 2018 Settlement Adjustment
September 9, 2019

Settlement Adjustment – Market Residuals Delta Analysis

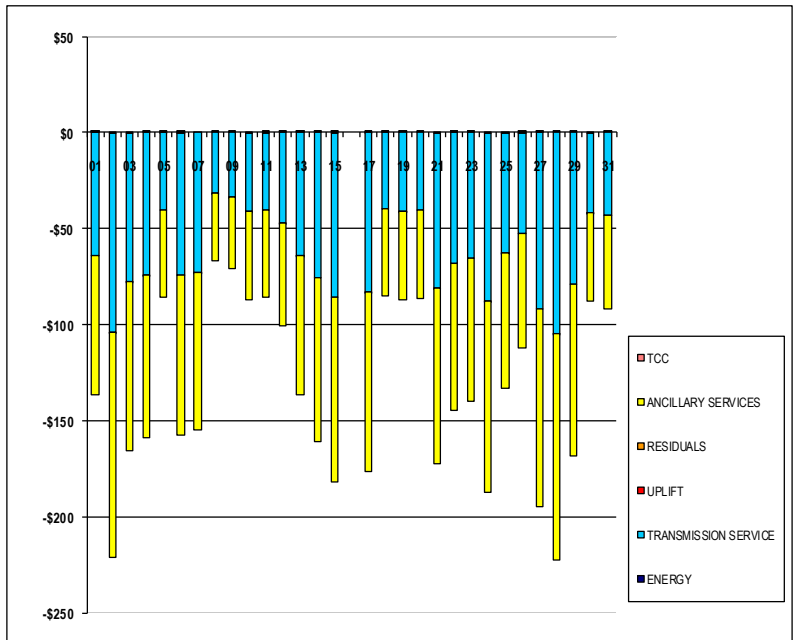
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | | | 1 | 2 |
| DAM ENERGY | | | | | | \$0.00 | \$0.00 |
| DAM LOSSES | | | | | | \$0.01 | \$0.01 |
| BALANCING ENERGY | | | | | | \$0.01 | (\$0.01) |
| BALANCING LOSSES | | | | | | \$0.00 | \$0.00 |
| BALANCING CONGESTION | | | | | | (\$0.01) | \$0.00 |
| FINANCIAL IMPACT CHARGE | | | | | | \$0.00 | \$0.00 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| DAM ENERGY | \$0.00 | (\$0.01) | \$0.01 | \$0.01 | \$0.00 | (\$0.01) | \$0.00 |
| DAM LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING ENERGY | (\$0.01) | (\$0.01) | \$0.00 | \$0.01 | \$0.00 | \$0.00 | (\$0.01) |
| BALANCING LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING CONGESTION | \$0.01 | (\$0.01) | \$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 | \$0.00 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| DAM ENERGY | (\$0.01) | \$0.00 | \$0.00 | (\$0.01) | \$0.01 | \$0.00 | \$0.00 |
| DAM LOSSES | \$0.01 | \$0.01 | (\$0.01) | \$0.00 | \$0.00 | (\$0.01) | \$0.00 |
| BALANCING ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING LOSSES | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 |
| BALANCING CONGESTION | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.00 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.05 | \$0.00 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| DAM ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.01 | (\$0.01) |
| DAM LOSSES | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | (\$0.01) | \$0.01 |
| BALANCING ENERGY | (\$0.01) | \$0.00 | \$0.00 | (\$0.01) | \$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 | \$0.01 | \$0.00 | \$0.00 | \$0.01 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.05 | \$0.00 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| DAM ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.01 | \$0.00 | (\$0.01) | (\$0.01) |
| DAM LOSSES | \$0.00 | (\$0.01) | \$0.01 | \$0.00 | \$0.00 | \$0.01 | (\$0.01) |
| BALANCING ENERGY | \$0.00 | (\$0.01) | (\$0.01) | \$0.00 | (\$0.01) | \$0.00 | \$0.00 |
| BALANCING LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$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 | \$0.00 |
| | 31 | | | | | | |
| DAM ENERGY | \$0.00 | | | | | | |
| DAM LOSSES | \$0.00 | | | | | | |
| BALANCING ENERGY | \$0.00 | | | | | | |
| BALANCING LOSSES | \$0.00 | | | | | | |
| BALANCING CONGESTION | \$0.00 | | | | | | |
| FINANCIAL IMPACT CHARGE | \$0.00 | | | | | | |



SETTLEMENTS REPORT
 December 2018 Settlement Adjustment
 September 9, 2019

Settlement Adjustment – Market Costs Delta Analysis

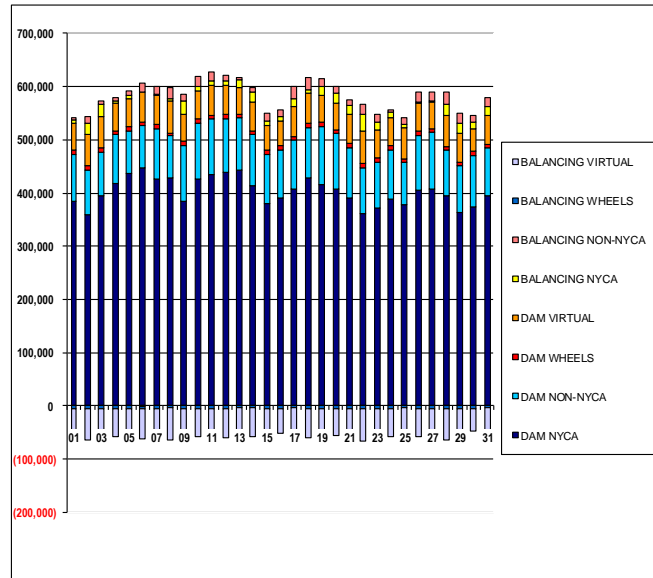
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|-----------|-----------|-----------|------------|------------|-----------|------------|
| | | | | | | 1 | 2 |
| ENERGY | | | | | | \$0.25 | (\$0.20) |
| TRANSMISSION SERVICE | | | | | | (\$64.29) | (\$103.68) |
| UPLIFT | | | | | | \$0.01 | (\$0.01) |
| RESIDUALS | | | | | | \$0.01 | \$0.00 |
| ANCILLARY SERVICES | | | | | | (\$72.60) | (\$117.09) |
| TCC | | | | | | \$0.00 | \$0.00 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| ENERGY | (\$0.13) | \$0.26 | (\$0.01) | (\$0.16) | \$0.00 | \$0.10 | \$0.09 |
| TRANSMISSION SERVICE | (\$77.79) | (\$74.57) | (\$40.39) | (\$73.90) | (\$72.58) | (\$31.44) | (\$33.42) |
| UPLIFT | (\$0.01) | \$0.02 | \$0.01 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 |
| RESIDUALS | \$0.00 | (\$0.03) | \$0.01 | \$0.02 | \$0.00 | (\$0.01) | (\$0.01) |
| ANCILLARY SERVICES | (\$87.85) | (\$84.22) | (\$45.62) | (\$83.45) | (\$81.96) | (\$35.51) | (\$37.76) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ENERGY | (\$0.13) | (\$0.16) | \$0.17 | \$0.32 | \$0.36 | (\$0.34) | \$0.00 |
| TRANSMISSION SERVICE | (\$40.98) | (\$40.07) | (\$47.20) | (\$64.12) | (\$75.69) | (\$85.33) | \$0.00 |
| UPLIFT | (\$0.04) | \$0.01 | \$0.02 | \$0.01 | \$0.01 | \$0.01 | \$0.00 |
| RESIDUALS | \$0.00 | \$0.00 | (\$0.01) | (\$0.01) | \$0.00 | \$0.03 | \$0.00 |
| ANCILLARY SERVICES | (\$46.30) | (\$45.25) | (\$53.31) | (\$72.41) | (\$85.47) | (\$96.34) | \$0.00 |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ENERGY | (\$0.09) | \$0.22 | \$0.11 | \$0.20 | (\$0.19) | \$0.35 | \$0.18 |
| TRANSMISSION SERVICE | (\$82.98) | (\$39.88) | (\$41.06) | (\$40.58) | (\$80.88) | (\$67.89) | (\$65.69) |
| UPLIFT | \$0.01 | \$0.01 | (\$0.01) | \$0.00 | (\$0.01) | \$0.01 | \$0.00 |
| RESIDUALS | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.04 | \$0.01 |
| ANCILLARY SERVICES | (\$93.71) | (\$45.03) | (\$46.39) | (\$45.84) | (\$91.36) | (\$76.66) | (\$74.20) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| ENERGY | (\$0.12) | (\$0.22) | (\$0.12) | \$0.10 | \$0.19 | \$0.09 | (\$0.44) |
| TRANSMISSION SERVICE | (\$87.99) | (\$62.56) | (\$52.75) | (\$91.54) | (\$104.59) | (\$79.12) | (\$41.17) |
| UPLIFT | (\$0.01) | \$0.00 | \$0.01 | \$0.02 | \$0.00 | \$0.00 | (\$0.01) |
| RESIDUALS | \$0.00 | (\$0.02) | \$0.00 | \$0.01 | (\$0.01) | \$0.00 | (\$0.02) |
| ANCILLARY SERVICES | (\$99.37) | (\$70.64) | (\$59.57) | (\$103.40) | (\$118.12) | (\$89.35) | (\$46.50) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 31 | | | | | | |
| ENERGY | \$0.29 | | | | | | |
| TRANSMISSION SERVICE | (\$43.17) | | | | | | |
| UPLIFT | \$0.00 | | | | | | |
| RESIDUALS | \$0.00 | | | | | | |
| ANCILLARY SERVICES | (\$48.77) | | | | | | |
| TCC | \$0.00 | | | | | | |



SETTLEMENTS REPORT
 December 2018 Settlement Adjustment
 September 9, 2019

4-Month Settlement – Market Supply Analysis

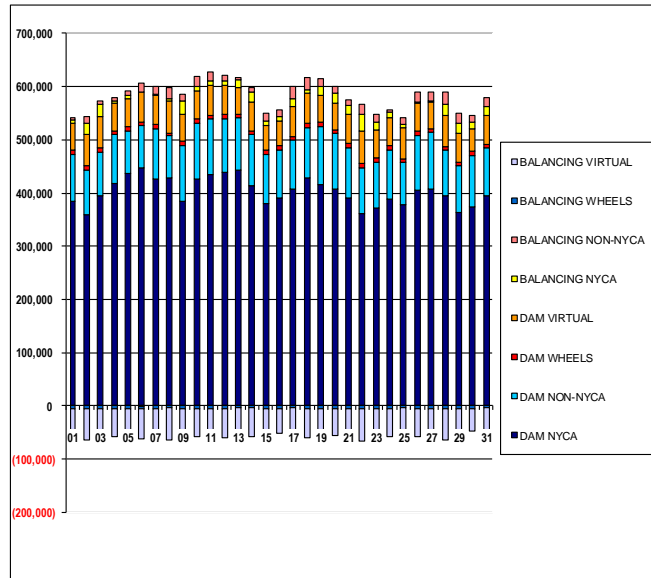
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | | | 1 | 2 |
| DAM NYCA | | | | | | 383,466 | 359,519 |
| DAM NON-NYCA | | | | | | 89,979 | 84,046 |
| DAM WHEELS | | | | | | 7,970 | 7,995 |
| DAM VIRTUAL | | | | | | 49,290 | 58,787 |
| BALANCING NYCA | | | | | | 6,600 | 19,982 |
| BALANCING NON-NYCA | | | | | | 3,998 | 13,816 |
| BALANCING WHEELS | | | | | | (5,490) | (5,835) |
| BALANCING VIRTUAL | | | | | | (49,290) | (58,787) |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| DAM NYCA | 394,316 | 418,640 | 436,230 | 448,228 | 426,238 | 428,851 | 383,927 |
| DAM NON-NYCA | 83,280 | 90,618 | 80,013 | 78,062 | 94,304 | 80,045 | 105,331 |
| DAM WHEELS | 7,559 | 7,354 | 8,794 | 8,009 | 8,569 | 4,329 | 8,217 |
| DAM VIRTUAL | 58,808 | 52,321 | 52,497 | 55,416 | 54,948 | 60,326 | 51,486 |
| BALANCING NYCA | 22,693 | 4,236 | 5,797 | (311) | 2,135 | 4,316 | 23,279 |
| BALANCING NON-NYCA | 6,924 | 5,746 | 8,135 | 16,708 | 14,675 | 20,324 | 12,941 |
| BALANCING WHEELS | (5,079) | (4,874) | (6,314) | (5,529) | (6,309) | (3,879) | (6,347) |
| BALANCING VIRTUAL | (58,808) | (52,321) | (52,497) | (55,416) | (54,948) | (60,326) | (51,486) |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| DAM NYCA | 427,119 | 435,781 | 438,935 | 442,628 | 414,257 | 379,541 | 391,095 |
| DAM NON-NYCA | 103,851 | 102,928 | 101,013 | 99,953 | 96,118 | 92,402 | 90,588 |
| DAM WHEELS | 8,365 | 7,329 | 7,899 | 5,987 | 6,365 | 8,382 | 7,656 |
| DAM VIRTUAL | 52,838 | 55,973 | 55,090 | 49,928 | 53,611 | 46,332 | 45,822 |
| BALANCING NYCA | 8,218 | 9,785 | 7,858 | 14,710 | 19,235 | 9,218 | 8,097 |
| BALANCING NON-NYCA | 18,371 | 14,976 | 9,721 | 3,960 | 8,151 | 14,259 | 13,508 |
| BALANCING WHEELS | (4,618) | (5,138) | (4,899) | (3,577) | (3,605) | (5,622) | (4,992) |
| BALANCING VIRTUAL | (52,838) | (55,973) | (55,090) | (49,928) | (53,611) | (46,332) | (45,822) |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| DAM NYCA | 408,403 | 428,387 | 414,947 | 406,740 | 390,045 | 360,914 | 371,467 |
| DAM NON-NYCA | 90,858 | 94,917 | 110,573 | 104,692 | 95,880 | 86,302 | 86,846 |
| DAM WHEELS | 6,315 | 7,828 | 8,307 | 7,908 | 8,172 | 7,739 | 7,757 |
| DAM VIRTUAL | 56,566 | 55,713 | 50,106 | 49,951 | 53,128 | 61,441 | 52,122 |
| BALANCING NYCA | 15,927 | 6,880 | 17,215 | 19,139 | 17,417 | 30,718 | 15,072 |
| BALANCING NON-NYCA | 21,538 | 23,729 | 12,947 | 11,790 | 11,077 | 19,630 | 14,762 |
| BALANCING WHEELS | (3,670) | (5,068) | (5,547) | (5,148) | (5,412) | (5,324) | (4,997) |
| BALANCING VIRTUAL | (56,566) | (55,713) | (50,106) | (49,951) | (53,128) | (61,441) | (52,122) |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| DAM NYCA | 388,916 | 378,117 | 404,946 | 407,660 | 394,995 | 364,382 | 375,062 |
| DAM NON-NYCA | 92,180 | 79,474 | 102,936 | 106,666 | 85,940 | 86,552 | 95,197 |
| DAM WHEELS | 7,519 | 6,968 | 7,730 | 7,097 | 7,238 | 7,415 | 7,636 |
| DAM VIRTUAL | 53,245 | 58,297 | 52,449 | 50,112 | 58,478 | 54,689 | 42,626 |
| BALANCING NYCA | 9,582 | 5,623 | 3,533 | 2,330 | 20,129 | 17,895 | 13,773 |
| BALANCING NON-NYCA | 5,515 | 12,553 | 19,043 | 15,525 | 23,146 | 18,859 | 10,900 |
| BALANCING WHEELS | (4,759) | (4,208) | (4,970) | (4,337) | (4,478) | (6,077) | (5,336) |
| BALANCING VIRTUAL | (53,245) | (58,297) | (52,449) | (50,112) | (58,478) | (54,689) | (42,626) |
| | 31 | | | | | | |
| DAM NYCA | 394,990 | | | | | | |
| DAM NON-NYCA | 90,071 | | | | | | |
| DAM WHEELS | 6,865 | | | | | | |
| DAM VIRTUAL | 54,233 | | | | | | |
| BALANCING NYCA | 16,485 | | | | | | |
| BALANCING NON-NYCA | 15,883 | | | | | | |
| BALANCING WHEELS | (4,167) | | | | | | |
| BALANCING VIRTUAL | (54,233) | | | | | | |



SETTLEMENTS REPORT
 December 2018 Settlement Adjustment
 September 9, 2019

Final Bill Close Out Settlement Adjustment – Market Supply Analysis

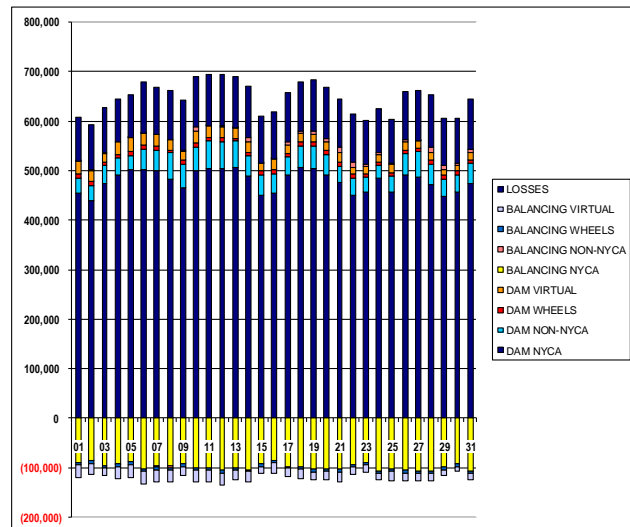
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | | | 1 | 2 |
| DAM NYCA | | | | | | 383,466 | 359,519 |
| DAM NON-NYCA | | | | | | 89,979 | 84,046 |
| DAM WHEELS | | | | | | 7,970 | 7,995 |
| DAM VIRTUAL | | | | | | 49,290 | 58,787 |
| BALANCING NYCA | | | | | | 6,500 | 19,982 |
| BALANCING NON-NYCA | | | | | | 3,998 | 13,816 |
| BALANCING WHEELS | | | | | | (5,490) | (5,835) |
| BALANCING VIRTUAL | | | | | | (49,290) | (58,787) |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| DAM NYCA | 394,316 | 418,640 | 436,230 | 448,228 | 426,238 | 428,851 | 383,927 |
| DAM NON-NYCA | 83,280 | 90,618 | 80,013 | 78,062 | 94,304 | 80,045 | 105,331 |
| DAM WHEELS | 7,559 | 7,354 | 8,794 | 8,009 | 8,569 | 4,329 | 8,217 |
| DAM VIRTUAL | 58,808 | 52,321 | 52,497 | 55,416 | 54,948 | 60,326 | 51,486 |
| BALANCING NYCA | 22,693 | 4,236 | 5,797 | (311) | 2,135 | 4,316 | 23,279 |
| BALANCING NON-NYCA | 6,924 | 5,746 | 8,135 | 16,708 | 14,675 | 20,324 | 12,941 |
| BALANCING WHEELS | (5,079) | (4,874) | (6,314) | (5,529) | (6,309) | (3,879) | (6,347) |
| BALANCING VIRTUAL | (58,808) | (52,321) | (52,497) | (55,416) | (54,948) | (60,326) | (51,486) |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| DAM NYCA | 427,119 | 435,781 | 438,935 | 442,628 | 414,257 | 379,541 | 391,095 |
| DAM NON-NYCA | 103,851 | 102,928 | 101,013 | 99,953 | 96,118 | 92,402 | 90,588 |
| DAM WHEELS | 8,365 | 7,329 | 7,899 | 5,987 | 6,365 | 8,382 | 7,656 |
| DAM VIRTUAL | 52,838 | 55,973 | 55,090 | 49,928 | 53,611 | 46,332 | 45,822 |
| BALANCING NYCA | 8,218 | 9,785 | 7,858 | 14,710 | 19,235 | 9,218 | 8,097 |
| BALANCING NON-NYCA | 18,371 | 14,976 | 9,721 | 3,960 | 8,151 | 14,259 | 13,508 |
| BALANCING WHEELS | (4,618) | (5,138) | (4,899) | (3,577) | (3,605) | (5,622) | (4,992) |
| BALANCING VIRTUAL | (52,838) | (55,973) | (55,090) | (49,928) | (53,611) | (46,332) | (45,822) |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| DAM NYCA | 408,403 | 428,387 | 414,947 | 406,740 | 390,045 | 360,914 | 371,467 |
| DAM NON-NYCA | 90,858 | 94,917 | 110,573 | 104,692 | 95,880 | 86,302 | 86,846 |
| DAM WHEELS | 6,315 | 7,828 | 8,307 | 7,908 | 8,172 | 7,739 | 7,757 |
| DAM VIRTUAL | 56,566 | 55,713 | 50,106 | 49,951 | 53,128 | 61,441 | 52,122 |
| BALANCING NYCA | 15,927 | 6,880 | 17,215 | 19,139 | 17,417 | 30,718 | 15,072 |
| BALANCING NON-NYCA | 21,538 | 23,729 | 12,947 | 11,790 | 11,077 | 19,630 | 14,762 |
| BALANCING WHEELS | (3,670) | (5,068) | (5,547) | (5,148) | (5,412) | (5,324) | (4,997) |
| BALANCING VIRTUAL | (56,566) | (55,713) | (50,106) | (49,951) | (53,128) | (61,441) | (52,122) |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| DAM NYCA | 388,916 | 378,117 | 404,946 | 407,660 | 394,995 | 364,382 | 375,062 |
| DAM NON-NYCA | 92,180 | 79,474 | 102,936 | 106,666 | 85,940 | 86,552 | 95,197 |
| DAM WHEELS | 7,519 | 6,968 | 7,730 | 7,097 | 7,238 | 7,415 | 7,636 |
| DAM VIRTUAL | 53,245 | 58,297 | 52,449 | 50,112 | 58,478 | 54,689 | 42,626 |
| BALANCING NYCA | 9,582 | 5,623 | 3,533 | 2,330 | 20,129 | 17,895 | 13,773 |
| BALANCING NON-NYCA | 5,515 | 12,553 | 19,043 | 15,525 | 23,146 | 18,859 | 10,900 |
| BALANCING WHEELS | (4,759) | (4,208) | (4,970) | (4,337) | (4,478) | (6,077) | (5,336) |
| BALANCING VIRTUAL | (53,245) | (58,297) | (52,449) | (50,112) | (58,478) | (54,689) | (42,626) |
| | 31 | | | | | | |
| DAM NYCA | 394,990 | | | | | | |
| DAM NON-NYCA | 90,071 | | | | | | |
| DAM WHEELS | 6,865 | | | | | | |
| DAM VIRTUAL | 54,233 | | | | | | |
| BALANCING NYCA | 16,485 | | | | | | |
| BALANCING NON-NYCA | 15,883 | | | | | | |
| BALANCING WHEELS | (4,167) | | | | | | |
| BALANCING VIRTUAL | (54,233) | | | | | | |



SETTLEMENTS REPORT
December 2018 Settlement Adjustment
September 9, 2019

4-Month Settlement – Market Withdrawals Analysis

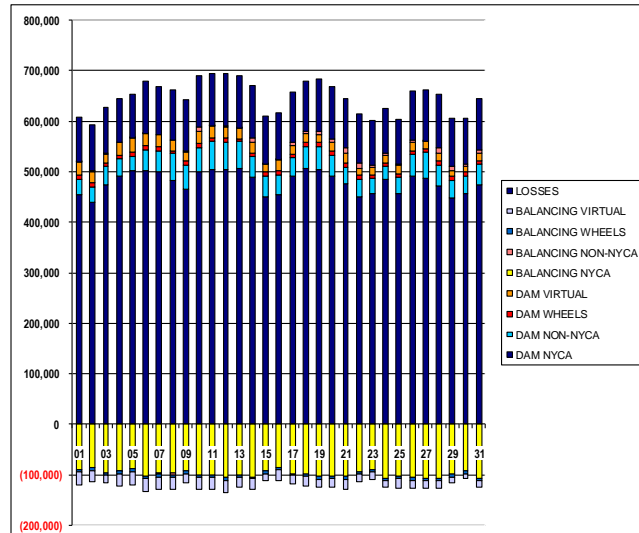
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|-----------|-----------|-----------|-----------|-----------|----------|----------|
| | | | | | | 1 | 2 |
| DAM NYCA | | | | | | 455,410 | 439,440 |
| DAM NON-NYCA | | | | | | 30,238 | 30,716 |
| DAM WHEELS | | | | | | 7,970 | 7,995 |
| DAM VIRTUAL | | | | | | 25,886 | 21,630 |
| BALANCING NYCA | | | | | | (89,395) | (86,703) |
| BALANCING NON-NYCA | | | | | | 596 | 2,983 |
| BALANCING WHEELS | | | | | | (5,490) | (5,835) |
| BALANCING VIRTUAL | | | | | | (25,886) | (21,630) |
| UFE/LOSSES | | | | | | 87,095 | 90,923 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| DAM NYCA | 474,773 | 492,078 | 501,593 | 502,982 | 500,078 | 481,903 | 466,347 |
| DAM NON-NYCA | 35,713 | 33,524 | 28,435 | 40,206 | 40,344 | 54,025 | 46,757 |
| DAM WHEELS | 7,559 | 7,354 | 8,794 | 8,009 | 8,569 | 4,329 | 8,217 |
| DAM VIRTUAL | 15,541 | 24,945 | 27,509 | 25,091 | 23,506 | 22,418 | 16,642 |
| BALANCING NYCA | (96,099) | (91,432) | (87,589) | (102,876) | (97,149) | (96,651) | (92,361) |
| BALANCING NON-NYCA | 2,601 | (1,503) | 958 | 91 | (1,709) | (5,223) | 2,728 |
| BALANCING WHEELS | (5,079) | (4,874) | (6,314) | (5,529) | (6,309) | (3,879) | (6,347) |
| BALANCING VIRTUAL | (15,541) | (24,945) | (27,509) | (25,091) | (23,506) | (22,418) | (16,642) |
| UFE/LOSSES | 90,224 | 86,571 | 86,777 | 102,284 | 95,782 | 99,481 | 102,008 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| DAM NYCA | 500,647 | 505,248 | 504,189 | 505,423 | 488,652 | 450,276 | 453,690 |
| DAM NON-NYCA | 47,549 | 54,715 | 53,759 | 53,973 | 41,221 | 41,620 | 40,775 |
| DAM WHEELS | 8,365 | 7,328 | 7,899 | 5,987 | 6,365 | 8,382 | 7,656 |
| DAM VIRTUAL | 23,922 | 23,186 | 23,618 | 20,619 | 21,453 | 14,303 | 21,133 |
| BALANCING NYCA | (100,563) | (101,049) | (106,003) | (101,551) | (104,736) | (92,378) | (85,682) |
| BALANCING NON-NYCA | 7,410 | 1,113 | 458 | 71 | 9,784 | 660 | 298 |
| BALANCING WHEELS | (4,618) | (5,138) | (4,899) | (3,577) | (3,605) | (5,622) | (4,992) |
| BALANCING VIRTUAL | (23,922) | (23,186) | (23,618) | (20,619) | (21,453) | (14,303) | (21,133) |
| UFE/LOSSES | 102,515 | 103,443 | 105,085 | 103,335 | 102,839 | 95,242 | 94,206 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| DAM NYCA | 491,101 | 506,451 | 504,009 | 492,104 | 475,376 | 449,545 | 456,201 |
| DAM NON-NYCA | 37,850 | 44,079 | 45,387 | 40,916 | 33,190 | 35,344 | 30,454 |
| DAM WHEELS | 6,315 | 7,828 | 8,307 | 7,908 | 8,172 | 7,739 | 7,757 |
| DAM VIRTUAL | 15,602 | 17,797 | 15,186 | 16,605 | 18,914 | 14,364 | 14,279 |
| BALANCING NYCA | (98,130) | (98,751) | (103,825) | (102,290) | (104,069) | (93,833) | (90,428) |
| BALANCING NON-NYCA | 7,632 | 3,440 | 6,271 | 7,867 | 10,944 | 9,534 | 4,121 |
| BALANCING WHEELS | (3,670) | (5,068) | (5,547) | (5,148) | (5,412) | (5,324) | (4,997) |
| BALANCING VIRTUAL | (15,602) | (17,797) | (15,186) | (16,605) | (18,914) | (14,364) | (14,279) |
| UFE/LOSSES | 98,274 | 98,694 | 103,839 | 103,663 | 98,979 | 96,974 | 87,798 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| DAM NYCA | 484,014 | 457,104 | 490,460 | 486,632 | 471,645 | 447,102 | 456,899 |
| DAM NON-NYCA | 26,149 | 31,296 | 43,203 | 51,522 | 42,255 | 36,094 | 34,864 |
| DAM WHEELS | 7,519 | 6,968 | 7,730 | 7,097 | 7,238 | 7,415 | 7,636 |
| DAM VIRTUAL | 14,232 | 18,140 | 16,167 | 15,325 | 14,986 | 12,228 | 10,366 |
| BALANCING NYCA | (106,419) | (103,501) | (106,312) | (107,565) | (106,402) | (98,764) | (92,393) |
| BALANCING NON-NYCA | 5,214 | 2,401 | 4,017 | 404 | 11,092 | 8,551 | 4,763 |
| BALANCING WHEELS | (4,759) | (4,208) | (4,970) | (4,337) | (4,478) | (6,077) | (5,336) |
| BALANCING VIRTUAL | (14,232) | (18,140) | (16,167) | (15,325) | (14,986) | (12,228) | (10,366) |
| UFE/LOSSES | 87,235 | 88,466 | 99,089 | 101,189 | 105,619 | 94,704 | 90,798 |
| | 31 | | | | | | |
| DAM NYCA | 474,497 | | | | | | |
| DAM NON-NYCA | 40,660 | | | | | | |
| DAM WHEELS | 6,865 | | | | | | |
| DAM VIRTUAL | 13,631 | | | | | | |
| BALANCING NYCA | (107,602) | | | | | | |
| BALANCING NON-NYCA | 8,177 | | | | | | |
| BALANCING WHEELS | (4,167) | | | | | | |
| BALANCING VIRTUAL | (13,631) | | | | | | |
| UFE/LOSSES | 101,696 | | | | | | |



SETTLEMENTS REPORT
 December 2018 Settlement Adjustment
 September 9, 2019

Final Bill Close Out Settlement Adjustment – Market Withdrawals Analysis

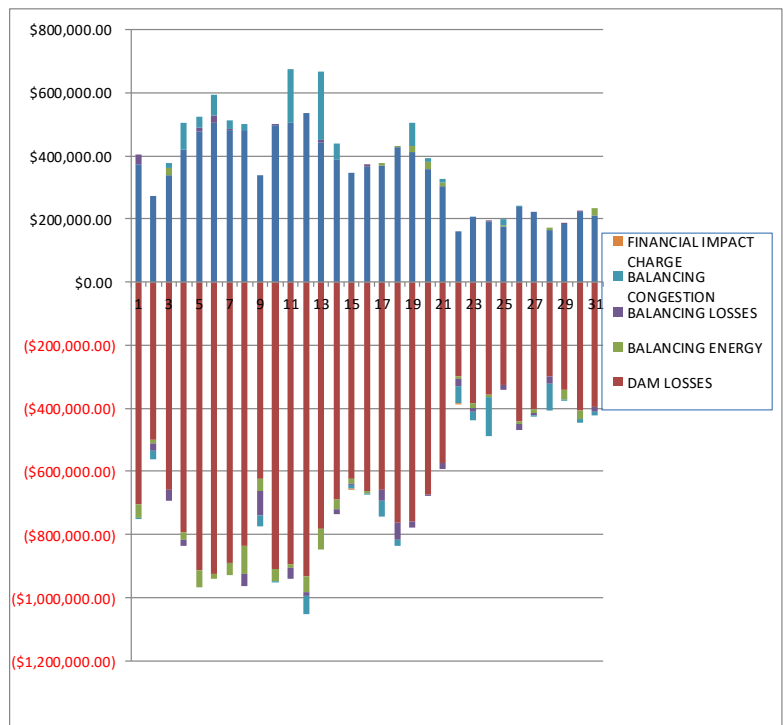
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|-----------|-----------|-----------|-----------|-----------|----------|----------|
| | | | | | | 1 | 2 |
| DAM NYCA | | | | | | 455,410 | 439,440 |
| DAM NON-NYCA | | | | | | 30,238 | 30,718 |
| DAM WHEELS | | | | | | 7,970 | 7,995 |
| DAM VIRTUAL | | | | | | 25,886 | 21,630 |
| BALANCING NYCA | | | | | | (89,395) | (86,703) |
| BALANCING NON-NYCA | | | | | | 596 | 2,983 |
| BALANCING WHEELS | | | | | | (5,490) | (5,335) |
| BALANCING VIRTUAL | | | | | | (25,886) | (21,630) |
| UFE/LOSSES | | | | | | 87,095 | 90,923 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| DAM NYCA | 474,773 | 492,078 | 501,593 | 502,982 | 500,078 | 481,903 | 466,347 |
| DAM NON-NYCA | 35,713 | 33,524 | 28,435 | 40,206 | 40,344 | 54,025 | 46,757 |
| DAM WHEELS | 7,569 | 7,354 | 6,794 | 8,009 | 6,569 | 4,329 | 6,217 |
| DAM VIRTUAL | 15,941 | 24,945 | 27,509 | 25,091 | 23,506 | 22,418 | 16,642 |
| BALANCING NYCA | (96,099) | (91,431) | (87,589) | (102,876) | (97,148) | (96,651) | (92,361) |
| BALANCING NON-NYCA | 2,601 | (1,503) | 958 | 91 | (1,704) | (5,233) | 2,728 |
| BALANCING WHEELS | (5,079) | (4,874) | (6,314) | (5,529) | (6,309) | (3,879) | (6,347) |
| BALANCING VIRTUAL | (15,541) | (24,945) | (27,509) | (25,091) | (23,506) | (22,418) | (16,642) |
| UFE/LOSSES | 90,224 | 86,571 | 86,777 | 102,284 | 95,782 | 99,481 | 102,008 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| DAM NYCA | 500,647 | 505,248 | 504,189 | 505,423 | 488,652 | 450,276 | 453,690 |
| DAM NON-NYCA | 47,549 | 54,715 | 53,799 | 53,973 | 41,221 | 41,620 | 40,775 |
| DAM WHEELS | 8,365 | 7,328 | 7,899 | 5,987 | 6,365 | 8,382 | 7,656 |
| DAM VIRTUAL | 23,922 | 23,186 | 23,618 | 20,619 | 21,453 | 14,303 | 21,133 |
| BALANCING NYCA | (100,563) | (101,049) | (106,003) | (101,551) | (104,736) | (92,378) | (85,608) |
| BALANCING NON-NYCA | 7,410 | 1,113 | 458 | 71 | 9,784 | 660 | 298 |
| BALANCING WHEELS | (4,618) | (5,138) | (4,899) | (3,577) | (3,605) | (5,622) | (4,992) |
| BALANCING VIRTUAL | (23,922) | (23,186) | (23,618) | (20,619) | (21,453) | (14,303) | (21,133) |
| UFE/LOSSES | 102,516 | 103,443 | 105,085 | 103,335 | 102,839 | 95,242 | 94,132 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| DAM NYCA | 491,101 | 506,451 | 504,009 | 492,104 | 475,376 | 449,545 | 456,201 |
| DAM NON-NYCA | 37,850 | 44,079 | 45,387 | 40,916 | 33,190 | 35,344 | 30,454 |
| DAM WHEELS | 6,315 | 7,828 | 8,307 | 7,908 | 8,172 | 7,739 | 7,757 |
| DAM VIRTUAL | 15,602 | 17,797 | 15,186 | 16,605 | 18,914 | 14,364 | 14,279 |
| BALANCING NYCA | (98,130) | (98,751) | (103,825) | (102,290) | (104,069) | (93,833) | (90,428) |
| BALANCING NON-NYCA | 7,632 | 3,440 | 6,271 | 7,867 | 10,944 | 9,534 | 4,121 |
| BALANCING WHEELS | (3,670) | (5,068) | (5,547) | (5,148) | (5,412) | (5,324) | (4,997) |
| BALANCING VIRTUAL | (15,602) | (17,797) | (15,186) | (16,605) | (18,914) | (14,364) | (14,279) |
| UFE/LOSSES | 98,274 | 98,694 | 103,839 | 103,663 | 98,979 | 96,974 | 87,798 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| DAM NYCA | 484,014 | 457,104 | 490,460 | 486,632 | 471,645 | 447,102 | 456,899 |
| DAM NON-NYCA | 26,149 | 31,296 | 43,203 | 51,522 | 42,255 | 36,094 | 34,864 |
| DAM WHEELS | 7,519 | 6,968 | 7,730 | 7,097 | 7,238 | 7,415 | 7,636 |
| DAM VIRTUAL | 14,232 | 18,140 | 16,167 | 15,325 | 14,986 | 12,228 | 10,366 |
| BALANCING NYCA | (106,419) | (103,501) | (106,312) | (107,565) | (106,402) | (98,764) | (92,393) |
| BALANCING NON-NYCA | 5,214 | 2,401 | 4,017 | 404 | 11,092 | 8,551 | 4,763 |
| BALANCING WHEELS | (4,759) | (4,208) | (4,970) | (4,337) | (4,478) | (6,077) | (5,336) |
| BALANCING VIRTUAL | (14,232) | (18,140) | (16,167) | (15,325) | (14,986) | (12,228) | (10,366) |
| UFE/LOSSES | 87,235 | 88,466 | 99,089 | 101,189 | 106,619 | 94,704 | 90,798 |
| | 31 | | | | | | |
| DAM NYCA | 474,497 | | | | | | |
| DAM NON-NYCA | 40,660 | | | | | | |
| DAM WHEELS | 6,865 | | | | | | |
| DAM VIRTUAL | 13,631 | | | | | | |
| BALANCING NYCA | (107,602) | | | | | | |
| BALANCING NON-NYCA | 8,177 | | | | | | |
| BALANCING WHEELS | (4,167) | | | | | | |
| BALANCING VIRTUAL | (13,631) | | | | | | |
| UFE/LOSSES | 101,696 | | | | | | |



SETTLEMENTS REPORT
December 2018 Settlement Adjustment
September 9, 2019

4-Month Settlement – Market Residuals Analysis

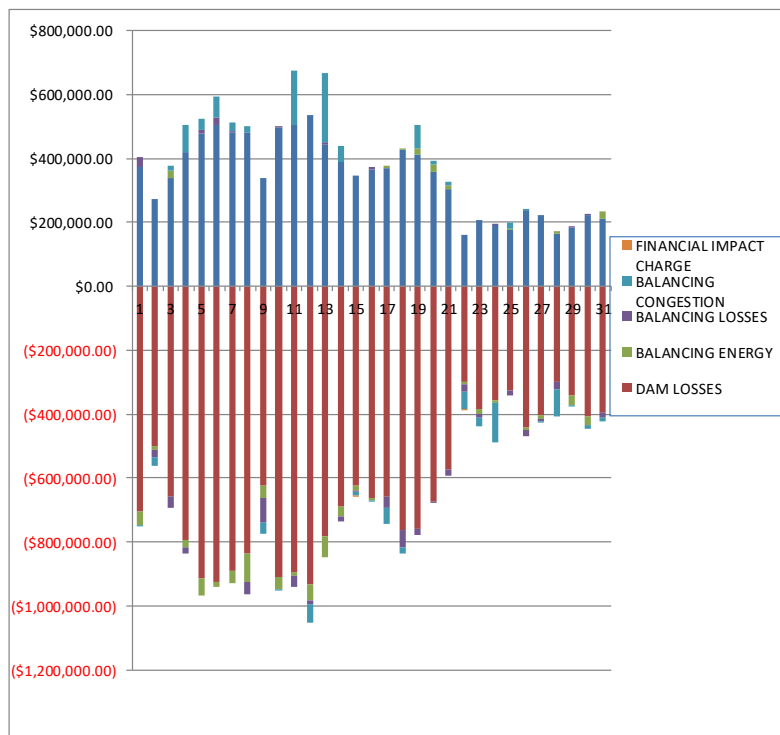
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | | | | | 1 | 2 |
| DAM ENERGY | | | | | | \$371,965.06 | \$274,706.24 |
| DAM LOSSES | | | | | | (\$706,160.26) | (\$498,364.07) |
| BALANCING ENERGY | | | | | | (\$39,417.68) | (\$11,373.66) |
| BALANCING LOSSES | | | | | | \$33,699.61 | (\$23,129.28) |
| BALANCING CONGESTION | | | | | | (\$1,556.08) | (\$30,619.47) |
| FINANCIAL IMPACT CHARGE | | | | | | \$0.00 | \$0.00 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| DAM ENERGY | \$338,241.89 | \$420,534.93 | \$476,809.66 | \$504,359.86 | \$481,916.43 | \$480,676.77 | \$339,551.03 |
| DAM LOSSES | (\$656,877.43) | (\$792,061.59) | (\$914,426.76) | (\$925,539.87) | (\$889,498.18) | (\$836,431.31) | (\$622,541.27) |
| BALANCING ENERGY | \$25,046.85 | (\$26,046.96) | (\$52,012.38) | (\$13,839.86) | (\$38,492.26) | (\$88,539.51) | (\$40,222.62) |
| BALANCING LOSSES | (\$34,446.24) | (\$18,006.00) | \$10,825.74 | \$22,622.94 | \$3,249.29 | (\$38,830.59) | (\$76,974.15) |
| BALANCING CONGESTION | \$12,629.07 | \$82,513.56 | \$37,541.87 | \$68,386.23 | \$28,389.43 | \$21,954.89 | (\$35,726.90) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| DAM ENERGY | \$496,935.84 | \$505,476.94 | \$535,605.85 | \$441,682.73 | \$389,188.53 | \$347,497.41 | \$367,199.42 |
| DAM LOSSES | (\$907,709.80) | (\$894,592.98) | (\$931,452.45) | (\$782,455.84) | (\$688,076.90) | (\$625,131.87) | (\$662,655.29) |
| BALANCING ENERGY | (\$38,512.89) | (\$10,261.06) | (\$50,818.67) | (\$66,086.96) | (\$33,433.52) | (\$14,395.14) | (\$5,221.58) |
| BALANCING LOSSES | \$352.96 | (\$37,198.62) | (\$12,680.47) | \$10,494.49 | (\$12,361.21) | (\$2,557.56) | \$5,093.26 |
| BALANCING CONGESTION | (\$2,689.13) | \$169,756.96 | (\$57,215.15) | \$214,781.59 | \$49,501.07 | (\$11,215.83) | (\$3,917.20) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$2,468.24) | \$0.00 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| DAM ENERGY | \$369,502.39 | \$426,541.58 | \$410,022.19 | \$357,266.10 | \$305,573.76 | \$160,634.68 | \$206,831.48 |
| DAM LOSSES | (\$659,145.96) | (\$762,200.68) | (\$757,325.17) | (\$672,012.37) | (\$575,004.63) | (\$298,136.57) | (\$385,685.11) |
| BALANCING ENERGY | \$9,564.53 | \$5,553.32 | \$19,546.02 | \$23,335.86 | \$9,464.14 | (\$9,320.45) | (\$12,931.92) |
| BALANCING LOSSES | (\$32,373.92) | (\$52,904.35) | (\$21,073.53) | (\$5,855.25) | (\$16,196.34) | (\$20,910.68) | (\$13,443.03) |
| BALANCING CONGESTION | (\$51,380.33) | (\$18,839.96) | \$74,618.54 | \$12,697.48 | \$13,394.05 | (\$53,671.17) | (\$26,498.94) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$560.48) | \$0.00 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| DAM ENERGY | \$192,460.23 | \$174,870.74 | \$237,560.86 | \$224,390.10 | \$163,157.03 | \$183,285.27 | \$221,766.23 |
| DAM LOSSES | (\$355,801.49) | (\$327,690.77) | (\$441,422.32) | (\$403,888.75) | (\$297,190.83) | (\$341,809.57) | (\$406,568.58) |
| BALANCING ENERGY | \$7,263.76 | \$3,548.00 | (\$8,733.48) | (\$11,870.64) | \$8,244.21 | (\$29,094.06) | (\$27,028.12) |
| BALANCING LOSSES | \$766.67 | (\$11,955.87) | (\$20,608.94) | (\$6,830.74) | (\$25,126.39) | \$397.71 | \$6,448.43 |
| BALANCING CONGESTION | (\$124,070.16) | \$21,215.91 | \$228.49 | (\$3,244.47) | (\$85,051.78) | (\$2,691.07) | (\$10,615.96) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 31 | | | | | | |
| DAM ENERGY | \$212,940.28 | | | | | | |
| DAM LOSSES | (\$395,076.31) | | | | | | |
| BALANCING ENERGY | \$22,599.53 | | | | | | |
| BALANCING LOSSES | (\$15,396.14) | | | | | | |
| BALANCING CONGESTION | (\$12,315.42) | | | | | | |
| FINANCIAL IMPACT CHARGE | \$0.00 | | | | | | |



SETTLEMENTS REPORT
December 2018 Settlement Adjustment
September 9, 2019

Final Bill Close Out Settlement Adjustment – Market Residuals Analysis

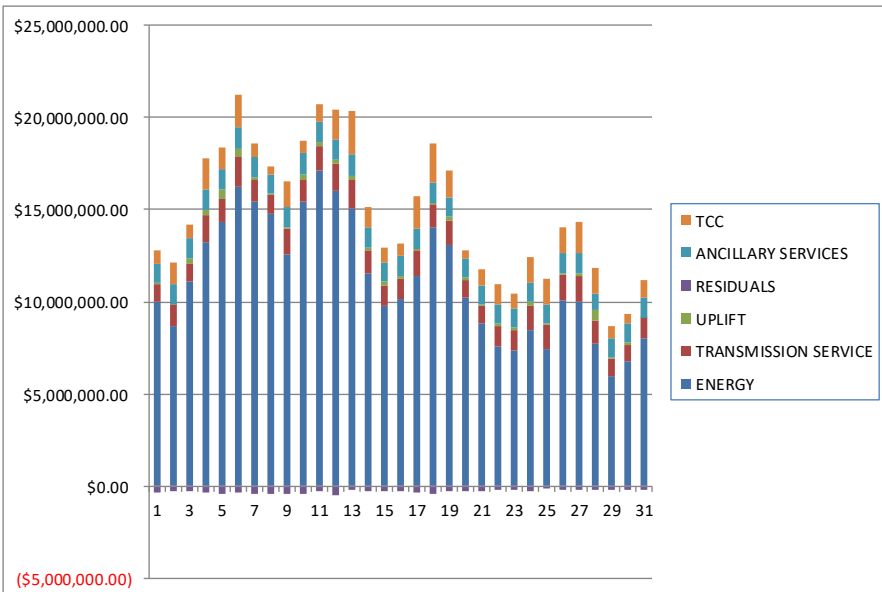
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | | | | | 1 | 2 |
| DAM ENERGY | | | | | | \$371,965.06 | \$274,706.24 |
| DAM LOSSES | | | | | | (\$706,160.25) | (\$498,364.06) |
| BALANCING ENERGY | | | | | | (\$39,417.67) | (\$11,373.67) |
| BALANCING LOSSES | | | | | | \$33,699.61 | (\$23,129.28) |
| BALANCING CONGESTION | | | | | | (\$1,556.09) | (\$30,619.47) |
| FINANCIAL IMPACT CHARGE | | | | | | \$0.00 | \$0.00 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| DAM ENERGY | \$338,241.89 | \$420,534.92 | \$476,809.67 | \$504,359.87 | \$481,916.43 | \$480,676.76 | \$339,551.03 |
| DAM LOSSES | (\$656,877.43) | (\$792,061.59) | (\$914,426.76) | (\$925,539.87) | (\$889,498.18) | (\$836,431.31) | (\$622,541.27) |
| BALANCING ENERGY | \$25,046.94 | (\$26,046.97) | (\$52,012.38) | (\$13,839.85) | (\$38,492.26) | (\$88,539.51) | (\$40,222.63) |
| BALANCING LOSSES | (\$34,446.24) | (\$18,006.00) | \$10,825.74 | \$22,622.94 | \$3,249.29 | (\$38,830.59) | (\$76,974.15) |
| BALANCING CONGESTION | \$12,629.08 | \$82,513.55 | \$37,541.87 | \$68,386.23 | \$28,389.43 | \$21,954.89 | (\$35,726.90) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| DAM ENERGY | \$496,935.83 | \$505,476.94 | \$535,605.85 | \$441,682.72 | \$389,188.54 | \$347,497.41 | \$367,199.42 |
| DAM LOSSES | (\$907,709.79) | (\$894,592.97) | (\$931,452.46) | (\$782,455.84) | (\$688,076.90) | (\$625,131.88) | (\$662,655.29) |
| BALANCING ENERGY | (\$38,512.89) | (\$10,261.06) | (\$50,818.67) | (\$66,086.96) | (\$33,433.52) | (\$14,395.14) | (\$5,221.58) |
| BALANCING LOSSES | \$352.96 | (\$37,198.63) | (\$12,680.47) | \$10,494.49 | (\$12,361.22) | (\$2,557.56) | \$5,093.26 |
| BALANCING CONGESTION | (\$2,689.13) | \$169,756.96 | (\$57,215.15) | \$214,781.59 | \$49,501.07 | (\$11,215.84) | (\$3,917.20) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$2,468.19) | \$0.00 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| DAM ENERGY | \$369,502.39 | \$426,541.58 | \$410,022.19 | \$357,266.10 | \$305,573.76 | \$160,634.69 | \$206,831.47 |
| DAM LOSSES | (\$659,145.96) | (\$762,200.68) | (\$757,325.18) | (\$672,012.37) | (\$575,004.63) | (\$298,136.58) | (\$385,685.10) |
| BALANCING ENERGY | \$9,564.52 | \$5,553.32 | \$19,546.02 | \$23,335.85 | \$9,464.14 | (\$9,320.45) | (\$12,931.92) |
| BALANCING LOSSES | (\$32,373.92) | (\$52,904.35) | (\$21,073.53) | (\$5,855.25) | (\$16,196.34) | (\$20,910.69) | (\$13,443.03) |
| BALANCING CONGESTION | (\$51,380.33) | (\$18,839.96) | \$74,618.55 | \$12,697.49 | \$13,394.05 | (\$53,671.17) | (\$26,498.93) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$550.43) | \$0.00 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| DAM ENERGY | \$192,460.23 | \$174,870.74 | \$237,560.86 | \$224,390.11 | \$163,157.03 | \$183,285.26 | \$221,766.22 |
| DAM LOSSES | (\$355,901.49) | (\$327,690.78) | (\$441,422.31) | (\$403,888.75) | (\$297,190.83) | (\$341,809.56) | (\$406,568.59) |
| BALANCING ENERGY | (\$7,263.76) | \$3,547.99 | (\$8,733.49) | (\$11,870.64) | \$8,244.20 | (\$29,094.06) | (\$27,028.12) |
| BALANCING LOSSES | \$766.67 | (\$11,955.87) | (\$20,608.94) | (\$6,830.74) | (\$25,126.39) | \$397.71 | \$6,448.43 |
| BALANCING CONGESTION | (\$124,070.16) | \$21,215.91 | \$228.49 | (\$3,244.47) | (\$85,051.78) | (\$2,691.07) | (\$10,615.96) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 31 | | | | | | |
| DAM ENERGY | \$212,940.28 | | | | | | |
| DAM LOSSES | (\$395,076.31) | | | | | | |
| BALANCING ENERGY | \$22,599.53 | | | | | | |
| BALANCING LOSSES | (\$15,396.14) | | | | | | |
| BALANCING CONGESTION | (\$12,315.42) | | | | | | |
| FINANCIAL IMPACT CHARGE | \$0.00 | | | | | | |



SETTLEMENTS REPORT
December 2018 Settlement Adjustment
September 9, 2019

4-Month Settlement – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | | | | | 1 | 2 |
| ENERGY | | | | | | \$10,025,730.08 | \$8,678,561.41 |
| TRANSMISSION SERVICE | | | | | | \$929,956.98 | \$1,142,705.38 |
| UPLIFT | | | | | | \$50,425.08 | \$33,729.14 |
| RESIDUALS | | | | | | (\$341,469.35) | (\$288,760.24) |
| ANCILLARY SERVICES | | | | | | \$1,041,400.69 | \$1,082,553.38 |
| TCC | | | | | | \$743,571.08 | \$1,207,746.44 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| ENERGY | \$11,077,480.45 | \$13,246,850.35 | \$14,362,731.82 | \$16,245,654.97 | \$15,410,168.71 | \$14,786,061.57 | \$12,582,833.43 |
| TRANSMISSION SERVICE | \$1,002,721.14 | \$1,480,703.36 | \$1,193,295.78 | \$1,624,166.83 | \$1,200,475.27 | \$1,006,802.82 | \$1,375,999.85 |
| UPLIFT | \$257,772.35 | \$267,425.55 | \$508,143.10 | \$444,565.16 | \$122,561.82 | \$53,533.52 | \$75,102.82 |
| RESIDUALS | (\$315,405.76) | (\$333,066.06) | (\$441,261.87) | (\$344,010.70) | (\$414,435.29) | (\$461,169.75) | (\$435,913.91) |
| ANCILLARY SERVICES | \$1,104,225.76 | \$1,112,261.00 | \$1,160,225.83 | \$1,125,951.33 | \$1,137,072.21 | \$1,058,850.30 | \$1,091,174.47 |
| TCC | \$744,555.24 | \$1,692,954.68 | \$1,119,046.57 | \$1,802,713.92 | \$736,419.14 | \$462,445.87 | \$1,422,275.87 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ENERGY | \$15,409,495.08 | \$17,116,788.65 | \$16,027,948.80 | \$15,057,583.86 | \$11,567,105.29 | \$9,757,158.20 | \$10,158,750.59 |
| TRANSMISSION SERVICE | \$1,198,880.87 | \$1,300,945.56 | \$1,458,797.96 | \$1,583,905.81 | \$1,237,369.96 | \$1,155,507.07 | \$1,120,766.80 |
| UPLIFT | \$330,091.37 | \$232,776.31 | \$216,696.77 | \$194,059.05 | \$127,108.12 | \$156,861.58 | \$118,956.41 |
| RESIDUALS | (\$451,623.02) | (\$266,818.76) | (\$516,560.89) | (\$181,583.99) | (\$295,182.03) | (\$308,271.23) | (\$299,501.39) |
| ANCILLARY SERVICES | \$1,105,836.59 | \$1,141,674.20 | \$1,102,499.13 | \$1,135,221.69 | \$1,092,118.70 | \$1,056,970.68 | \$1,075,332.88 |
| TCC | \$681,576.35 | \$928,404.57 | \$1,597,346.47 | \$2,354,283.60 | \$1,097,014.81 | \$804,406.86 | \$704,217.85 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ENERGY | \$11,408,308.53 | \$14,036,390.01 | \$13,050,707.80 | \$10,223,538.19 | \$8,807,962.09 | \$7,559,793.36 | \$7,381,165.63 |
| TRANSMISSION SERVICE | \$1,347,263.40 | \$1,221,916.30 | \$1,337,230.65 | \$931,566.64 | \$982,428.80 | \$1,133,915.28 | \$1,091,770.03 |
| UPLIFT | \$137,684.91 | \$118,348.40 | \$204,459.81 | \$175,675.22 | \$81,915.91 | \$116,777.31 | \$151,170.15 |
| RESIDUALS | (\$363,833.29) | (\$401,850.09) | (\$274,211.95) | (\$284,568.18) | (\$262,769.02) | (\$221,954.67) | (\$231,727.52) |
| ANCILLARY SERVICES | \$1,084,071.24 | \$1,079,482.75 | \$1,077,048.30 | \$1,042,843.67 | \$1,003,257.11 | \$1,028,838.49 | \$1,008,618.14 |
| TCC | \$1,752,720.77 | \$2,152,502.49 | \$1,421,331.91 | \$433,722.55 | \$908,370.65 | \$1,124,392.58 | \$837,447.06 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| ENERGY | \$8,479,289.47 | \$7,461,267.15 | \$10,082,982.86 | \$10,014,806.89 | \$7,719,552.92 | \$5,979,324.83 | \$6,761,947.43 |
| TRANSMISSION SERVICE | \$1,326,491.31 | \$1,322,397.04 | \$1,389,625.80 | \$1,399,202.57 | \$1,246,929.70 | \$916,263.40 | \$912,315.74 |
| UPLIFT | \$183,890.32 | \$58,625.98 | \$49,668.18 | \$137,614.45 | \$565,112.26 | \$102,683.75 | \$96,573.73 |
| RESIDUALS | (\$293,908.51) | (\$140,011.99) | (\$232,975.39) | (\$201,444.50) | (\$235,967.76) | (\$189,911.72) | (\$215,998.00) |
| ANCILLARY SERVICES | \$1,051,403.08 | \$1,006,004.74 | \$1,102,714.05 | \$1,088,509.81 | \$936,527.58 | \$1,049,709.58 | \$1,038,998.96 |
| TCC | \$1,400,719.88 | \$1,418,434.55 | \$1,437,995.92 | \$1,696,717.19 | \$1,394,395.32 | \$650,710.21 | \$560,055.06 |
| | 31 | | | | | | |
| ENERGY | \$8,003,558.05 | | | | | | |
| TRANSMISSION SERVICE | \$1,097,763.70 | | | | | | |
| UPLIFT | \$47,463.67 | | | | | | |
| RESIDUALS | (\$187,248.06) | | | | | | |
| ANCILLARY SERVICES | \$1,051,191.60 | | | | | | |
| TCC | \$978,788.94 | | | | | | |



SETTLEMENTS REPORT
December 2018 Settlement Adjustment
September 9, 2019

Final Bill Close Out Settlement Adjustment – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | | | | | 1 | 2 |
| ENERGY | | | | | | \$10,025,730.33 | \$8,678,561.21 |
| TRANSMISSION SERVICE | | | | | | \$929,892.69 | \$1,142,601.70 |
| UPLIFT | | | | | | \$50,425.09 | \$33,729.13 |
| RESIDUALS | | | | | | (\$341,469.34) | (\$288,760.24) |
| ANCILLARY SERVICES | | | | | | \$1,041,328.09 | \$1,082,436.29 |
| TCC | | | | | | \$743,571.08 | \$1,207,746.44 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| ENERGY | \$11,077,480.32 | \$13,246,850.61 | \$14,362,731.81 | \$16,245,654.81 | \$15,410,168.71 | \$14,786,061.67 | \$12,582,833.52 |
| TRANSMISSION SERVICE | \$1,002,643.35 | \$1,480,628.79 | \$1,193,255.39 | \$1,624,092.93 | \$1,200,402.69 | \$1,006,771.38 | \$1,375,966.43 |
| UPLIFT | \$257,772.34 | \$267,425.57 | \$508,143.11 | \$444,565.16 | \$122,561.81 | \$53,533.52 | \$75,102.82 |
| RESIDUALS | (\$315,405.76) | (\$333,066.09) | (\$441,261.86) | (\$344,010.68) | (\$414,435.29) | (\$461,169.76) | (\$435,913.92) |
| ANCILLARY SERVICES | \$1,104,137.91 | \$1,112,176.78 | \$1,160,180.21 | \$1,125,867.88 | \$1,136,990.25 | \$1,058,814.79 | \$1,091,136.71 |
| TCC | \$744,555.24 | \$1,692,954.68 | \$1,119,046.57 | \$1,802,713.92 | \$736,419.14 | \$462,445.87 | \$1,422,275.67 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ENERGY | \$15,409,494.95 | \$17,116,788.49 | \$16,027,948.97 | \$15,057,584.18 | \$11,567,105.65 | \$9,757,157.66 | \$10,158,750.59 |
| TRANSMISSION SERVICE | \$1,198,839.89 | \$1,300,905.49 | \$1,458,750.76 | \$1,583,841.69 | \$1,237,294.27 | \$1,155,421.74 | \$1,120,766.80 |
| UPLIFT | \$330,091.33 | \$232,776.32 | \$216,696.79 | \$194,059.06 | \$127,108.13 | \$156,861.59 | \$118,956.41 |
| RESIDUALS | (\$451,623.02) | (\$266,818.76) | (\$516,560.90) | (\$181,584.00) | (\$295,182.03) | (\$308,271.20) | (\$299,501.39) |
| ANCILLARY SERVICES | \$1,105,790.29 | \$1,141,628.95 | \$1,102,445.82 | \$1,135,149.28 | \$1,092,033.23 | \$1,056,874.34 | \$1,075,332.88 |
| TCC | \$681,576.35 | \$928,404.57 | \$1,597,346.47 | \$2,354,283.60 | \$1,097,014.81 | \$804,406.86 | \$704,217.85 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ENERGY | \$11,408,308.44 | \$14,036,390.23 | \$13,050,707.91 | \$10,223,538.39 | \$8,807,961.90 | \$7,559,793.71 | \$7,381,165.81 |
| TRANSMISSION SERVICE | \$1,347,180.42 | \$1,221,876.42 | \$1,337,189.59 | \$931,526.06 | \$982,347.92 | \$1,133,847.39 | \$1,091,704.34 |
| UPLIFT | \$137,684.92 | \$118,348.41 | \$204,459.80 | \$175,675.22 | \$81,915.90 | \$116,777.32 | \$151,170.15 |
| RESIDUALS | (\$363,833.30) | (\$401,850.09) | (\$274,211.95) | (\$284,568.18) | (\$262,769.02) | (\$221,954.63) | (\$231,727.51) |
| ANCILLARY SERVICES | \$1,083,977.53 | \$1,079,437.72 | \$1,077,001.91 | \$1,042,797.83 | \$1,003,165.75 | \$1,028,761.83 | \$1,008,543.94 |
| TCC | \$1,752,720.77 | \$2,152,502.49 | \$1,421,331.91 | \$433,722.55 | \$908,370.65 | \$1,124,392.58 | \$837,447.06 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| ENERGY | \$8,479,289.35 | \$7,461,266.93 | \$10,082,982.74 | \$10,014,806.99 | \$7,719,553.11 | \$5,979,324.92 | \$6,761,946.99 |
| TRANSMISSION SERVICE | \$1,326,403.32 | \$1,322,334.48 | \$1,389,573.05 | \$1,399,111.03 | \$1,246,825.11 | \$916,184.28 | \$912,274.57 |
| UPLIFT | \$183,890.31 | \$58,625.98 | \$49,668.19 | \$137,614.47 | \$665,112.26 | \$102,683.75 | \$96,573.72 |
| RESIDUALS | (\$293,908.51) | (\$140,012.01) | (\$232,975.39) | (\$201,444.49) | (\$235,967.77) | (\$189,911.72) | (\$215,998.02) |
| ANCILLARY SERVICES | \$1,051,303.71 | \$1,005,934.10 | \$1,102,654.48 | \$1,088,406.41 | \$936,409.46 | \$1,049,620.23 | \$1,038,952.46 |
| TCC | \$1,400,719.88 | \$1,418,434.55 | \$1,437,995.92 | \$1,696,717.19 | \$1,394,395.32 | \$650,710.21 | \$560,055.06 |
| | 31 | | | | | | |
| ENERGY | \$8,003,558.34 | | | | | | |
| TRANSMISSION SERVICE | \$1,097,720.53 | | | | | | |
| UPLIFT | \$47,463.67 | | | | | | |
| RESIDUALS | (\$187,248.06) | | | | | | |
| ANCILLARY SERVICES | \$1,051,142.83 | | | | | | |
| TCC | \$978,788.94 | | | | | | |

