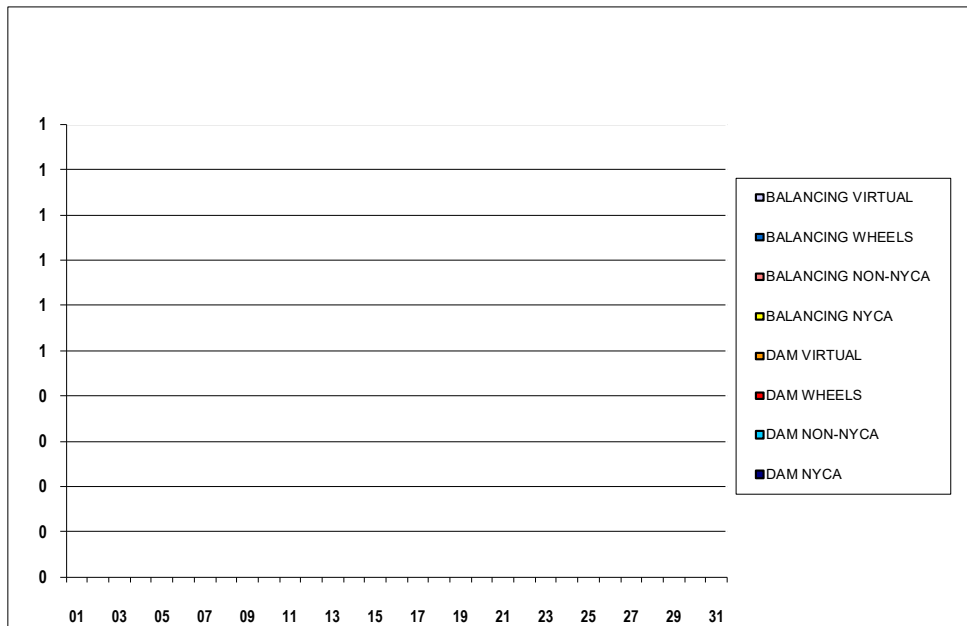


SETTLEMENTS REPORT
 March 2022 Close-Out Settlement
 December 7, 2022

Close-Out Settlement – Market Supply Delta Analysis

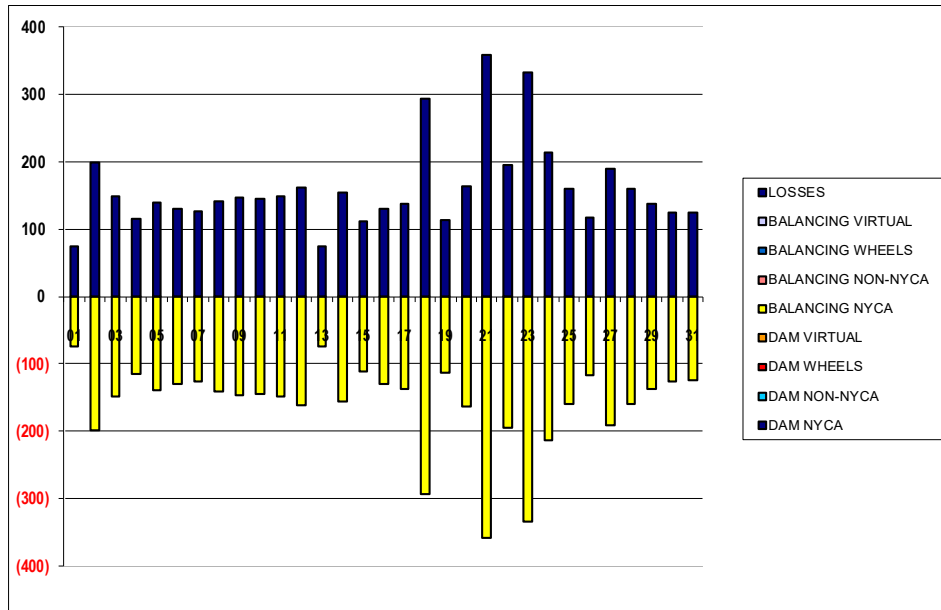
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| DAM NYCA | | 0 | 0 | 0 | 0 | 0 | 0 |
| DAM NON-NYCA | | 0 | 0 | 0 | 0 | 0 | 0 |
| DAM WHEELS | | 0 |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



SETTLEMENTS REPORT
 March 2022 Close-Out Settlement
 December 7, 2022

Close-Out Settlement – Market Withdrawals Delta Analysis

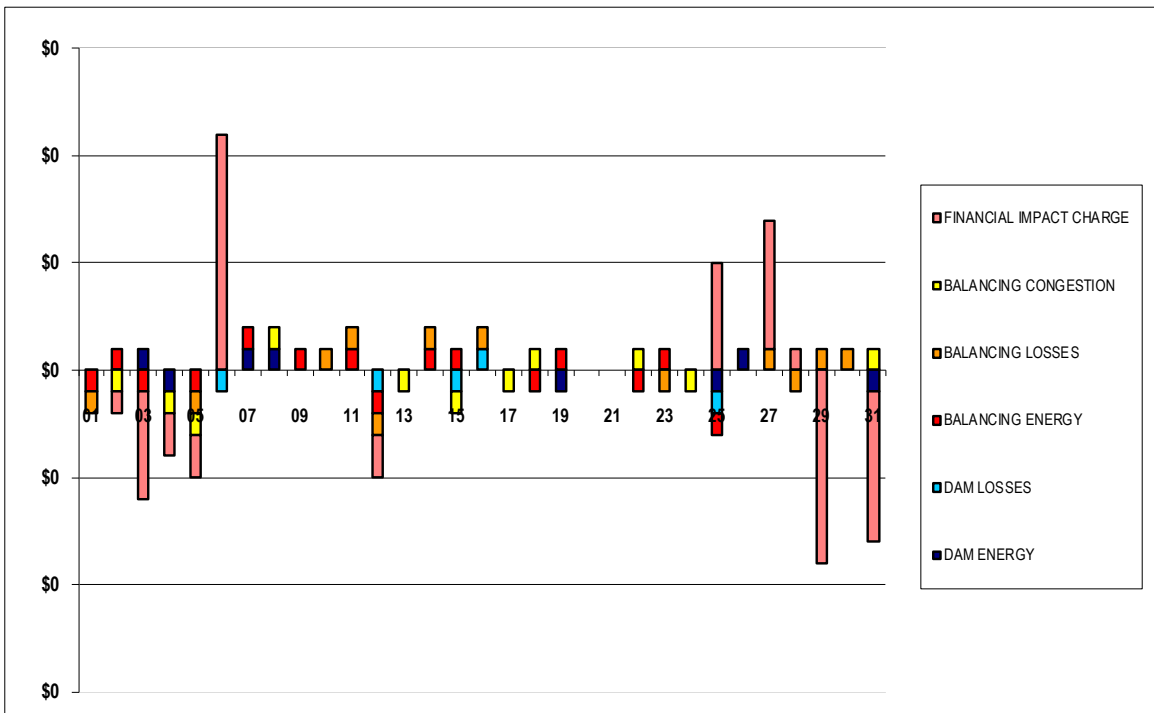
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| DAM NYCA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAM NON-NYCA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAM WHEELS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAM VIRTUAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BALANCING NYCA | | (74) | (198) | (149) | (115) | (139) | (130) |
| 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 | | 74 | 198 | 149 | 115 | 139 | 130 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 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 | (127) | (141) | (146) | (146) | (149) | (162) | (74) |
| 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 | 127 | 141 | 146 | 146 | 149 | 162 | 74 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 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 | (155) | (112) | (130) | (138) | (294) | (114) | (163) |
| 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 | 155 | 112 | 130 | 138 | 294 | 114 | 163 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 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 | (359) | (195) | (334) | (213) | (160) | (117) | (190) |
| 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 | 359 | 195 | 334 | 213 | 160 | 117 | 190 |
| | 28 | 29 | 30 | 31 | | | |
| DAM NYCA | 0 | 0 | 0 | 0 | | | |
| DAM NON-NYCA | 0 | 0 | 0 | 0 | | | |
| DAM WHEELS | 0 | 0 | 0 | 0 | | | |
| DAM VIRTUAL | 0 | 0 | 0 | 0 | | | |
| BALANCING NYCA | (161) | (137) | (125) | (125) | | | |
| BALANCING NON-NYCA | 0 | 0 | 0 | 0 | | | |
| BALANCING WHEELS | 0 | 0 | 0 | 0 | | | |
| BALANCING VIRTUAL | 0 | 0 | 0 | 0 | | | |
| UFE/LOSSES | 161 | 137 | 125 | 125 | | | |



SETTLEMENTS REPORT
 March 2022 Close-Out Settlement
 December 7, 2022

Close-Out Settlement – Market Residuals Delta Analysis

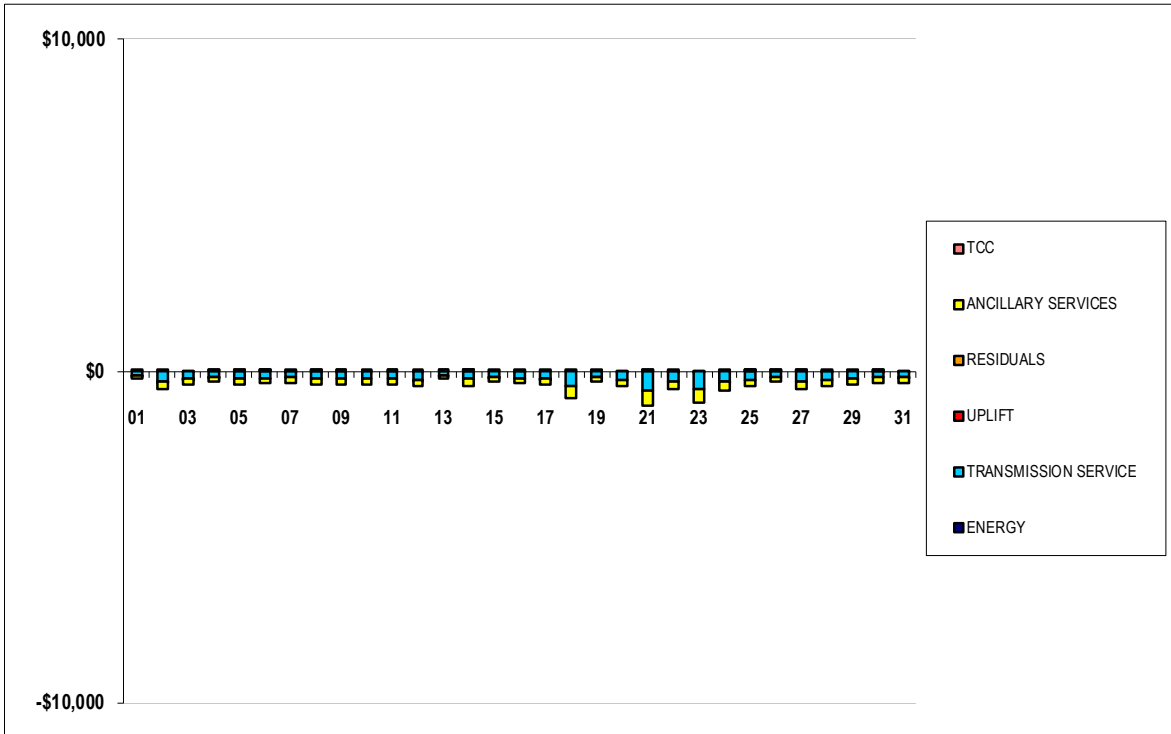
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| DAM ENERGY | | \$0.00 | \$0.00 | \$0.01 | (\$0.01) | \$0.00 | \$0.00 |
| DAM LOSSES | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.01) |
| BALANCING ENERGY | | (\$0.01) | \$0.01 | (\$0.01) | \$0.00 | (\$0.01) | \$0.00 |
| BALANCING LOSSES | | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.00 |
| BALANCING CONGESTION | | \$0.00 | (\$0.01) | \$0.00 | (\$0.01) | (\$0.01) | \$0.00 |
| FINANCIAL IMPACT CHARGE | | \$0.00 | (\$0.01) | (\$0.05) | (\$0.02) | (\$0.02) | \$0.11 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| DAM ENERGY | \$0.01 | \$0.01 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| DAM LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.00 |
| BALANCING ENERGY | \$0.01 | \$0.00 | \$0.01 | \$0.00 | \$0.01 | (\$0.01) | \$0.00 |
| BALANCING LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.01 | \$0.01 | (\$0.01) | \$0.00 |
| BALANCING CONGESTION | \$0.00 | \$0.01 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.01) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.02) | \$0.00 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| DAM ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.00 |
| DAM LOSSES | \$0.00 | (\$0.01) | \$0.01 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING ENERGY | \$0.01 | \$0.01 | \$0.00 | \$0.00 | (\$0.01) | \$0.01 | \$0.00 |
| BALANCING LOSSES | \$0.01 | \$0.00 | \$0.01 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING CONGESTION | \$0.00 | (\$0.01) | \$0.00 | (\$0.01) | \$0.01 | \$0.00 | \$0.00 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| DAM ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.01 | \$0.00 |
| DAM LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 |
| BALANCING ENERGY | \$0.00 | (\$0.01) | \$0.01 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 |
| BALANCING LOSSES | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.01 |
| BALANCING CONGESTION | \$0.00 | \$0.01 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.05 | \$0.00 | \$0.06 |
| | 28 | 29 | 30 | 31 | | | |
| DAM ENERGY | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | | | |
| DAM LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| BALANCING ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |
| BALANCING LOSSES | (\$0.01) | \$0.01 | \$0.01 | \$0.00 | | | |
| BALANCING CONGESTION | \$0.00 | \$0.00 | \$0.00 | \$0.01 | | | |
| FINANCIAL IMPACT CHARGE | \$0.01 | (\$0.09) | \$0.00 | (\$0.07) | | | |



SETTLEMENTS REPORT
 March 2022 Close-Out Settlement
 December 7, 2022

Close-Out Settlement – Market Costs Delta Analysis

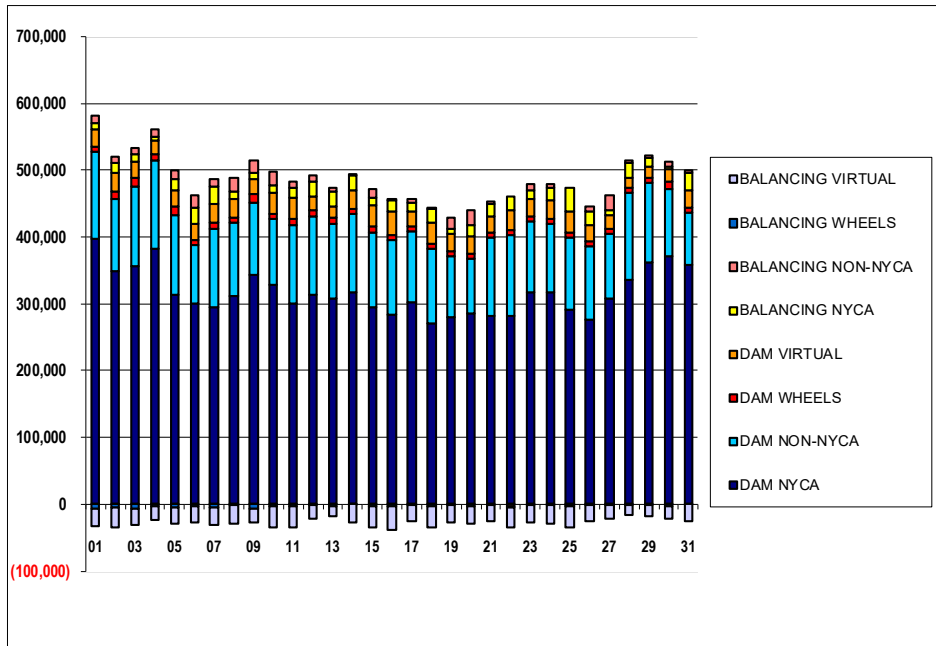
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|------------|------------|------------|------------|------------|------------|------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| ENERGY | | \$0.24 | \$0.26 | (\$0.10) | \$0.04 | \$0.08 | \$0.13 |
| TRANSMISSION SERVICE | | (\$117.60) | (\$315.34) | (\$236.49) | (\$183.45) | (\$221.31) | (\$206.63) |
| UPLIFT | | \$0.00 | \$0.00 | (\$0.01) | \$0.01 | \$0.01 | \$0.01 |
| RESIDUALS | | (\$0.02) | (\$0.01) | (\$0.05) | (\$0.04) | (\$0.05) | \$0.10 |
| ANCILLARY SERVICES | | (\$93.34) | (\$250.32) | (\$187.71) | (\$145.62) | (\$175.68) | (\$164.03) |
| TCC | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| ENERGY | (\$0.31) | (\$0.08) | (\$0.26) | (\$0.25) | (\$0.40) | (\$0.31) | \$0.02 |
| TRANSMISSION SERVICE | (\$201.93) | (\$224.93) | (\$232.31) | (\$231.75) | (\$237.24) | (\$258.35) | (\$117.51) |
| UPLIFT | \$0.00 | \$0.02 | \$0.01 | \$0.00 | \$0.01 | \$0.01 | \$0.01 |
| RESIDUALS | \$0.02 | \$0.02 | \$0.01 | \$0.01 | \$0.02 | (\$0.05) | (\$0.01) |
| ANCILLARY SERVICES | (\$160.29) | (\$178.53) | (\$184.43) | (\$183.98) | (\$188.32) | (\$205.07) | (\$93.28) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ENERGY | \$0.16 | \$0.36 | (\$0.19) | \$0.29 | \$0.23 | \$0.12 | (\$0.03) |
| TRANSMISSION SERVICE | (\$246.78) | (\$178.02) | (\$205.94) | (\$218.75) | (\$467.43) | (\$181.16) | (\$259.76) |
| UPLIFT | \$0.01 | \$0.00 | \$0.00 | (\$0.03) | \$0.00 | (\$0.01) | \$0.00 |
| RESIDUALS | \$0.02 | (\$0.01) | \$0.02 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 |
| ANCILLARY SERVICES | (\$195.88) | (\$141.31) | (\$163.46) | (\$173.66) | (\$371.05) | (\$143.83) | (\$206.19) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ENERGY | \$0.48 | (\$0.02) | (\$0.32) | \$0.16 | \$0.27 | \$0.15 | \$0.52 |
| TRANSMISSION SERVICE | (\$570.91) | (\$310.38) | (\$530.61) | (\$338.97) | (\$254.04) | (\$186.74) | (\$302.82) |
| UPLIFT | \$0.01 | \$0.01 | \$0.00 | (\$0.01) | \$0.01 | \$0.00 | \$0.00 |
| RESIDUALS | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.02 | \$0.01 | \$0.07 |
| ANCILLARY SERVICES | (\$453.19) | (\$246.37) | (\$421.20) | (\$269.06) | (\$201.66) | (\$148.24) | (\$240.37) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 28 | 29 | 30 | 31 | | | |
| ENERGY | (\$0.12) | \$0.19 | (\$0.28) | (\$0.33) | | | |
| TRANSMISSION SERVICE | (\$255.39) | (\$217.80) | (\$199.54) | (\$198.97) | | | |
| UPLIFT | \$0.01 | \$0.00 | \$0.01 | \$0.00 | | | |
| RESIDUALS | \$0.00 | (\$0.08) | \$0.01 | (\$0.07) | | | |
| ANCILLARY SERVICES | (\$202.74) | (\$172.90) | (\$158.38) | (\$157.94) | | | |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | |



SETTLEMENTS REPORT
March 2022 Close-Out Settlement
December 7, 2022

4-Month Settlement Adjustment – Market Supply Analysis

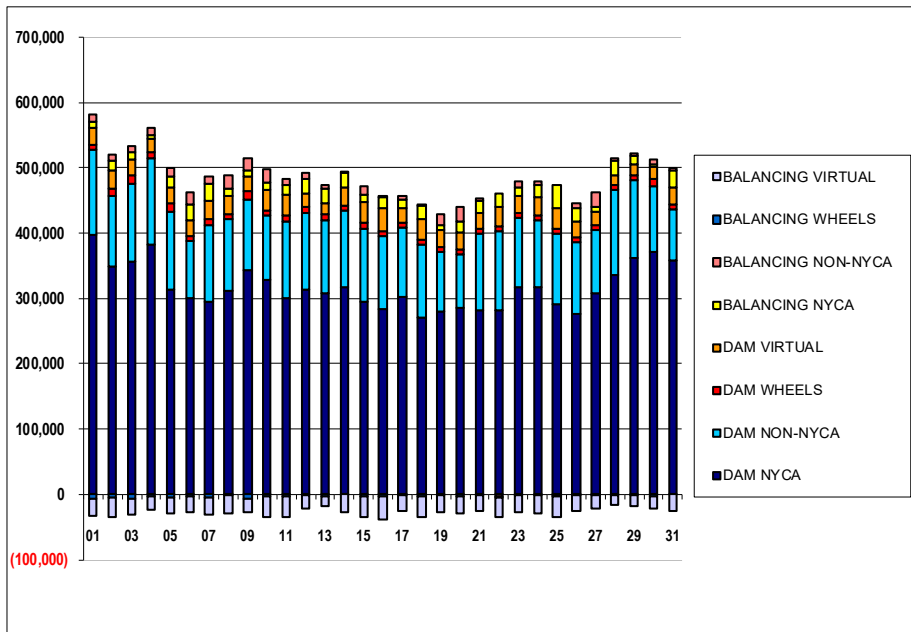
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| DAM NYCA | | 396,784 | 349,160 | 355,631 | 382,182 | 313,971 | 300,812 |
| DAM NON-NYCA | | 130,245 | 106,970 | 119,282 | 131,586 | 118,891 | 87,793 |
| DAM WHEELS | | 8,276 | 11,316 | 13,280 | 11,083 | 12,953 | 7,697 |
| DAM VIRTUAL | | 26,770 | 29,341 | 25,160 | 19,446 | 23,354 | 24,332 |
| BALANCING NYCA | | 7,670 | 13,818 | 11,322 | 6,240 | 18,488 | 23,135 |
| BALANCING NON-NYCA | | 11,829 | 9,590 | 8,324 | 9,823 | 11,927 | 18,506 |
| BALANCING WHEELS | | (5,786) | (4,804) | (6,080) | (3,883) | (5,753) | (3,398) |
| BALANCING VIRTUAL | | (26,770) | (29,341) | (25,160) | (19,446) | (23,354) | (24,332) |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| DAM NYCA | 295,247 | 310,790 | 342,481 | 329,134 | 299,631 | 313,904 | 308,242 |
| DAM NON-NYCA | 116,133 | 110,823 | 108,759 | 97,739 | 118,859 | 117,256 | 111,865 |
| DAM WHEELS | 10,814 | 7,618 | 13,247 | 7,974 | 9,589 | 8,428 | 9,471 |
| DAM VIRTUAL | 26,415 | 27,180 | 22,050 | 31,625 | 31,449 | 20,242 | 16,030 |
| BALANCING NYCA | 26,179 | 11,080 | 9,199 | 11,243 | 13,487 | 23,226 | 22,423 |
| BALANCING NON-NYCA | 11,379 | 21,639 | 19,816 | 21,083 | 9,469 | 9,917 | 6,201 |
| BALANCING WHEELS | (4,473) | (1,821) | (6,047) | (2,119) | (2,389) | (1,264) | (2,571) |
| BALANCING VIRTUAL | (26,415) | (27,180) | (22,050) | (31,625) | (31,449) | (20,242) | (16,030) |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| DAM NYCA | 317,298 | 295,238 | 283,584 | 302,804 | 271,553 | 279,962 | 285,319 |
| DAM NON-NYCA | 117,970 | 112,116 | 111,745 | 105,579 | 110,026 | 90,821 | 82,821 |
| DAM WHEELS | 7,218 | 8,095 | 8,264 | 7,200 | 7,727 | 7,246 | 7,237 |
| DAM VIRTUAL | 27,334 | 32,505 | 35,590 | 23,557 | 32,820 | 25,992 | 26,136 |
| BALANCING NYCA | 22,072 | 10,841 | 15,743 | 12,692 | 19,454 | 8,306 | 16,044 |
| BALANCING NON-NYCA | 824 | 12,983 | 1,955 | 5,115 | 2,278 | 17,042 | 22,158 |
| BALANCING WHEELS | (53) | (2,227) | (3,008) | (1,527) | (2,425) | (922) | (2,589) |
| BALANCING VIRTUAL | (27,334) | (32,505) | (35,590) | (23,557) | (32,820) | (25,992) | (26,136) |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| DAM NYCA | 282,685 | 282,227 | 317,694 | 317,131 | 291,571 | 276,239 | 307,124 |
| DAM NON-NYCA | 115,985 | 119,848 | 105,444 | 102,014 | 107,326 | 109,327 | 97,765 |
| DAM WHEELS | 7,445 | 7,616 | 7,332 | 8,202 | 8,602 | 7,224 | 7,735 |
| DAM VIRTUAL | 24,886 | 29,805 | 25,676 | 28,177 | 30,780 | 25,561 | 20,365 |
| BALANCING NYCA | 18,193 | 20,651 | 14,369 | 18,821 | 35,997 | 20,188 | 7,798 |
| BALANCING NON-NYCA | 3,704 | (2,558) | 8,232 | 5,067 | (1,548) | 8,158 | 22,512 |
| BALANCING WHEELS | (1,271) | (1,711) | (1,153) | (1,202) | (2,090) | (434) | (1,090) |
| BALANCING VIRTUAL | (24,886) | (29,805) | (25,676) | (28,177) | (30,780) | (25,561) | (20,365) |
| | 28 | 29 | 30 | 31 | | | |
| DAM NYCA | 336,641 | 362,223 | 371,975 | 357,946 | | | |
| DAM NON-NYCA | 130,099 | 118,718 | 100,791 | 78,045 | | | |
| DAM WHEELS | 7,519 | 7,643 | 10,462 | 7,200 | | | |
| DAM VIRTUAL | 14,777 | 17,080 | 17,962 | 25,931 | | | |
| BALANCING NYCA | 22,261 | 13,341 | 4,543 | 27,408 | | | |
| BALANCING NON-NYCA | 3,028 | 2,319 | 7,042 | 3,470 | | | |
| BALANCING WHEELS | (449) | (443) | (3,777) | 0 | | | |
| BALANCING VIRTUAL | (14,777) | (17,080) | (17,962) | (25,931) | | | |



SETTLEMENTS REPORT
 March 2022 Close-Out Settlement
 December 7, 2022

Close-Out Settlement – Market Supply Analysis

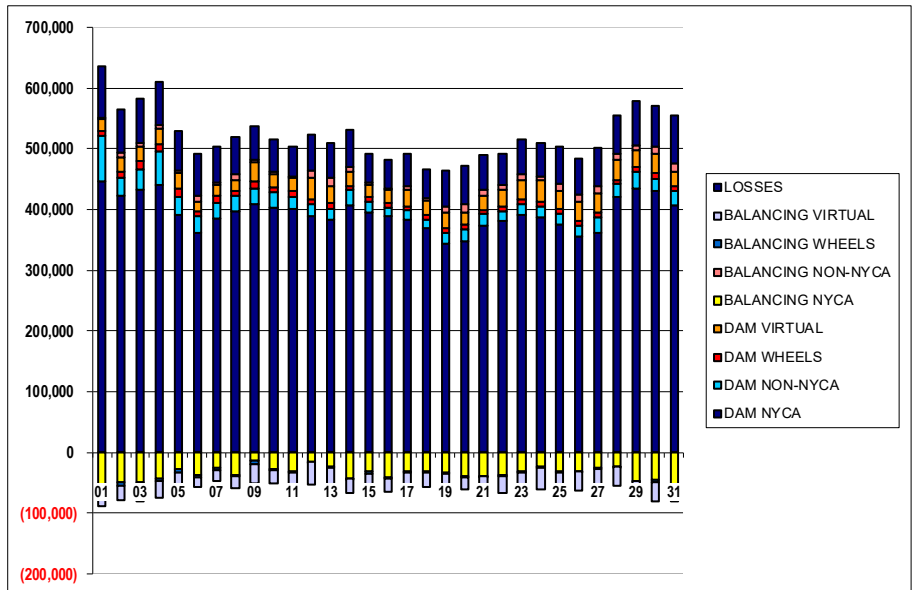
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| DAM NYCA | | 396,784 | 349,160 | 355,631 | 382,182 | 313,971 | 300,812 |
| DAM NON-NYCA | | 130,245 | 106,970 | 119,282 | 131,586 | 118,891 | 87,793 |
| DAM WHEELS | | 8,276 | 11,316 | 13,280 | 11,083 | 12,953 | 7,697 |
| DAM VIRTUAL | | 26,770 | 29,341 | 25,160 | 19,446 | 23,354 | 24,332 |
| BALANCING NYCA | | 7,670 | 13,818 | 11,322 | 6,240 | 18,488 | 23,135 |
| BALANCING NON-NYCA | | 11,829 | 9,590 | 8,324 | 9,823 | 11,927 | 18,506 |
| BALANCING WHEELS | | (5,786) | (4,804) | (6,080) | (3,883) | (5,753) | (3,399) |
| BALANCING VIRTUAL | | (26,770) | (29,341) | (25,160) | (19,446) | (23,354) | (24,332) |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| DAM NYCA | 295,247 | 310,790 | 342,481 | 329,134 | 299,631 | 313,904 | 308,242 |
| DAM NON-NYCA | 116,133 | 110,823 | 108,759 | 97,739 | 118,859 | 117,256 | 111,865 |
| DAM WHEELS | 10,814 | 7,618 | 13,247 | 7,974 | 9,589 | 8,428 | 9,471 |
| DAM VIRTUAL | 26,415 | 27,180 | 22,050 | 31,625 | 31,449 | 20,242 | 16,030 |
| BALANCING NYCA | 26,179 | 11,080 | 9,199 | 11,243 | 13,487 | 23,226 | 22,423 |
| BALANCING NON-NYCA | 11,379 | 21,639 | 19,816 | 21,083 | 9,469 | 9,917 | 6,201 |
| BALANCING WHEELS | (4,473) | (1,821) | (6,047) | (2,119) | (2,389) | (1,264) | (2,571) |
| BALANCING VIRTUAL | (26,415) | (27,180) | (22,050) | (31,625) | (31,449) | (20,242) | (16,030) |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| DAM NYCA | 317,298 | 295,238 | 283,584 | 302,804 | 271,553 | 279,962 | 285,319 |
| DAM NON-NYCA | 117,970 | 112,116 | 111,745 | 105,579 | 110,026 | 90,821 | 82,821 |
| DAM WHEELS | 7,218 | 8,095 | 8,264 | 7,200 | 7,727 | 7,246 | 7,237 |
| DAM VIRTUAL | 27,334 | 32,505 | 35,590 | 23,557 | 32,820 | 25,992 | 26,136 |
| BALANCING NYCA | 22,072 | 10,841 | 15,743 | 12,692 | 19,454 | 8,306 | 16,044 |
| BALANCING NON-NYCA | 824 | 12,983 | 1,955 | 5,115 | 2,278 | 17,042 | 22,158 |
| BALANCING WHEELS | (53) | (2,227) | (3,008) | (1,527) | (2,425) | (922) | (2,589) |
| BALANCING VIRTUAL | (27,334) | (32,505) | (35,590) | (23,557) | (32,820) | (25,992) | (26,136) |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| DAM NYCA | 282,685 | 282,227 | 317,694 | 317,131 | 291,571 | 276,239 | 307,124 |
| DAM NON-NYCA | 115,985 | 119,848 | 105,444 | 102,014 | 107,326 | 109,327 | 97,765 |
| DAM WHEELS | 7,445 | 7,616 | 7,332 | 8,202 | 8,602 | 7,224 | 7,735 |
| DAM VIRTUAL | 24,886 | 29,805 | 25,676 | 28,177 | 30,780 | 25,561 | 20,365 |
| BALANCING NYCA | 18,193 | 20,651 | 14,369 | 18,821 | 35,997 | 20,188 | 7,798 |
| BALANCING NON-NYCA | 3,704 | (2,558) | 8,232 | 5,067 | (1,548) | 8,158 | 22,512 |
| BALANCING WHEELS | (1,271) | (1,711) | (1,153) | (1,202) | (2,090) | (434) | (1,090) |
| BALANCING VIRTUAL | (24,886) | (29,805) | (25,676) | (28,177) | (30,780) | (25,561) | (20,365) |
| | 28 | 29 | 30 | 31 | | | |
| DAM NYCA | 336,641 | 362,223 | 371,975 | 357,946 | | | |
| DAM NON-NYCA | 130,099 | 118,718 | 100,791 | 78,045 | | | |
| DAM WHEELS | 7,519 | 7,643 | 10,462 | 7,200 | | | |
| DAM VIRTUAL | 14,777 | 17,080 | 17,962 | 25,931 | | | |
| BALANCING NYCA | 22,261 | 13,341 | 4,543 | 27,408 | | | |
| BALANCING NON-NYCA | 3,028 | 2,319 | 7,042 | 3,470 | | | |
| BALANCING WHEELS | (449) | (443) | (3,777) | 0 | | | |
| BALANCING VIRTUAL | (14,777) | (17,080) | (17,962) | (25,931) | | | |



SETTLEMENTS REPORT
March 2022 Close-Out Settlement
December 7, 2022

4-Month Settlement Adjustment – Market Withdrawals Analysis

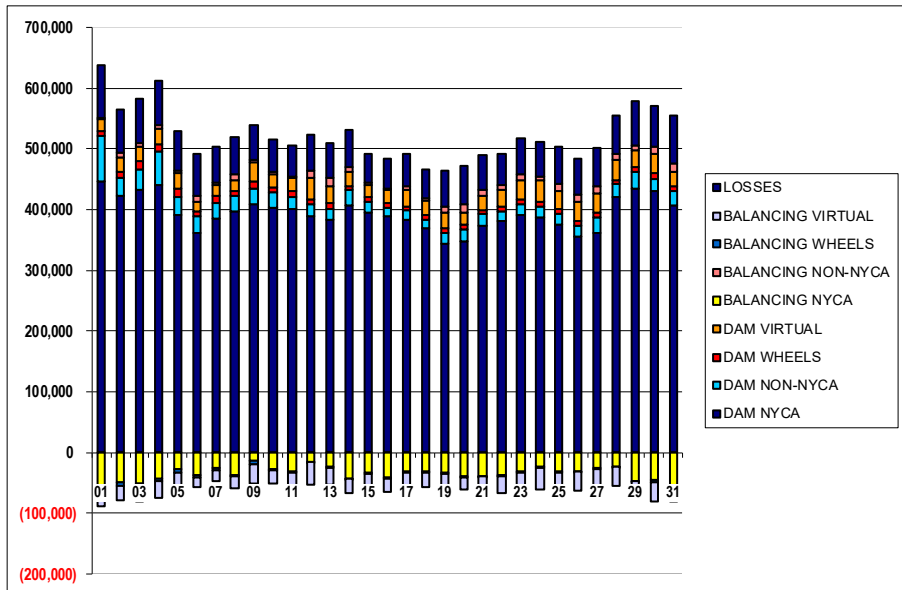
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| DAM NYCA | | 447,104 | 423,056 | 432,806 | 440,444 | 390,903 | 361,149 |
| DAM NON-NYCA | | 73,447 | 28,170 | 32,737 | 55,601 | 29,898 | 27,643 |
| DAM WHEELS | | 8,276 | 11,316 | 13,280 | 11,083 | 12,953 | 7,697 |
| DAM VIRTUAL | | 20,778 | 23,949 | 25,118 | 26,267 | 25,953 | 15,709 |
| BALANCING NYCA | | (60,920) | (49,518) | (49,742) | (43,665) | (26,488) | (37,503) |
| BALANCING NON-NYCA | | 1,450 | 6,482 | 5,280 | 4,622 | 3,839 | 11,211 |
| BALANCING WHEELS | | (5,786) | (4,804) | (6,080) | (3,883) | (5,753) | (3,398) |
| BALANCING VIRTUAL | | (20,778) | (23,949) | (25,118) | (26,267) | (25,953) | (15,709) |
| UFE/LOSSES | | 85,446 | 71,348 | 73,478 | 72,829 | 65,125 | 67,746 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| DAM NYCA | 385,185 | 396,367 | 409,062 | 403,534 | 400,559 | 389,711 | 382,801 |
| DAM NON-NYCA | 25,726 | 25,822 | 24,479 | 25,653 | 19,560 | 18,833 | 18,807 |
| DAM WHEELS | 10,814 | 7,618 | 13,247 | 7,974 | 9,589 | 8,428 | 9,471 |
| DAM VIRTUAL | 18,306 | 19,127 | 30,824 | 21,066 | 22,024 | 36,000 | 27,659 |
| BALANCING NYCA | (24,895) | (37,490) | (13,596) | (27,377) | (31,287) | (14,574) | (23,000) |
| BALANCING NON-NYCA | 4,830 | 8,721 | 4,739 | 3,002 | 2,705 | 11,249 | 12,477 |
| BALANCING WHEELS | (4,473) | (1,821) | (6,047) | (2,119) | (2,389) | (1,264) | (2,571) |
| BALANCING VIRTUAL | (18,306) | (19,127) | (30,824) | (21,066) | (22,024) | (36,000) | (27,659) |
| UFE/LOSSES | 58,091 | 60,911 | 55,572 | 54,386 | 49,909 | 59,084 | 57,645 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| DAM NYCA | 405,872 | 394,673 | 389,249 | 382,401 | 369,211 | 343,912 | 346,703 |
| DAM NON-NYCA | 26,221 | 17,519 | 13,656 | 15,848 | 13,797 | 18,054 | 20,932 |
| DAM WHEELS | 7,218 | 8,095 | 8,264 | 7,200 | 7,727 | 7,246 | 7,237 |
| DAM VIRTUAL | 22,832 | 20,307 | 21,146 | 26,962 | 24,582 | 26,453 | 20,320 |
| BALANCING NYCA | (42,746) | (31,977) | (40,247) | (30,934) | (30,163) | (33,763) | (37,999) |
| BALANCING NON-NYCA | 7,706 | 3,445 | 2,917 | 5,745 | 2,665 | 9,742 | 12,608 |
| BALANCING WHEELS | (53) | (2,227) | (3,008) | (1,527) | (2,425) | (922) | (2,589) |
| BALANCING VIRTUAL | (22,832) | (20,307) | (21,146) | (26,962) | (24,582) | (26,453) | (20,320) |
| UFE/LOSSES | 61,111 | 47,517 | 47,452 | 53,131 | 47,801 | 58,186 | 64,099 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| DAM NYCA | 373,551 | 381,200 | 390,944 | 386,597 | 375,425 | 354,948 | 361,228 |
| DAM NON-NYCA | 18,885 | 15,979 | 18,218 | 17,733 | 17,449 | 18,222 | 25,088 |
| DAM WHEELS | 7,445 | 7,616 | 7,332 | 8,202 | 8,602 | 7,224 | 7,735 |
| DAM VIRTUAL | 23,625 | 27,179 | 31,520 | 35,237 | 29,598 | 31,401 | 32,412 |
| BALANCING NYCA | (38,046) | (37,240) | (31,540) | (23,732) | (30,957) | (30,776) | (25,913) |
| BALANCING NON-NYCA | 8,691 | 7,753 | 9,224 | 7,190 | 11,705 | 11,991 | 11,579 |
| BALANCING WHEELS | (1,271) | (1,711) | (1,153) | (1,202) | (2,090) | (434) | (1,090) |
| BALANCING VIRTUAL | (23,625) | (27,179) | (31,520) | (35,237) | (29,598) | (31,401) | (32,412) |
| UFE/LOSSES | 57,485 | 52,476 | 58,894 | 55,245 | 59,724 | 59,527 | 63,216 |
| | 28 | 29 | 30 | 31 | | | |
| DAM NYCA | 421,095 | 435,368 | 431,169 | 406,666 | | | |
| DAM NON-NYCA | 20,572 | 26,646 | 19,278 | 24,768 | | | |
| DAM WHEELS | 7,519 | 7,643 | 10,462 | 7,200 | | | |
| DAM VIRTUAL | 31,570 | 28,415 | 31,455 | 22,720 | | | |
| BALANCING NYCA | (22,616) | (46,296) | (45,029) | (57,669) | | | |
| BALANCING NON-NYCA | 11,306 | 7,544 | 10,238 | 15,010 | | | |
| BALANCING WHEELS | (449) | (443) | (3,777) | 0 | | | |
| BALANCING VIRTUAL | (31,570) | (28,415) | (31,455) | (22,720) | | | |
| UFE/LOSSES | 61,672 | 73,338 | 68,694 | 78,095 | | | |



SETTLEMENTS REPORT
March 2022 Close-Out Settlement
December 7, 2022

Close-Out Settlement – Market Withdrawals Analysis

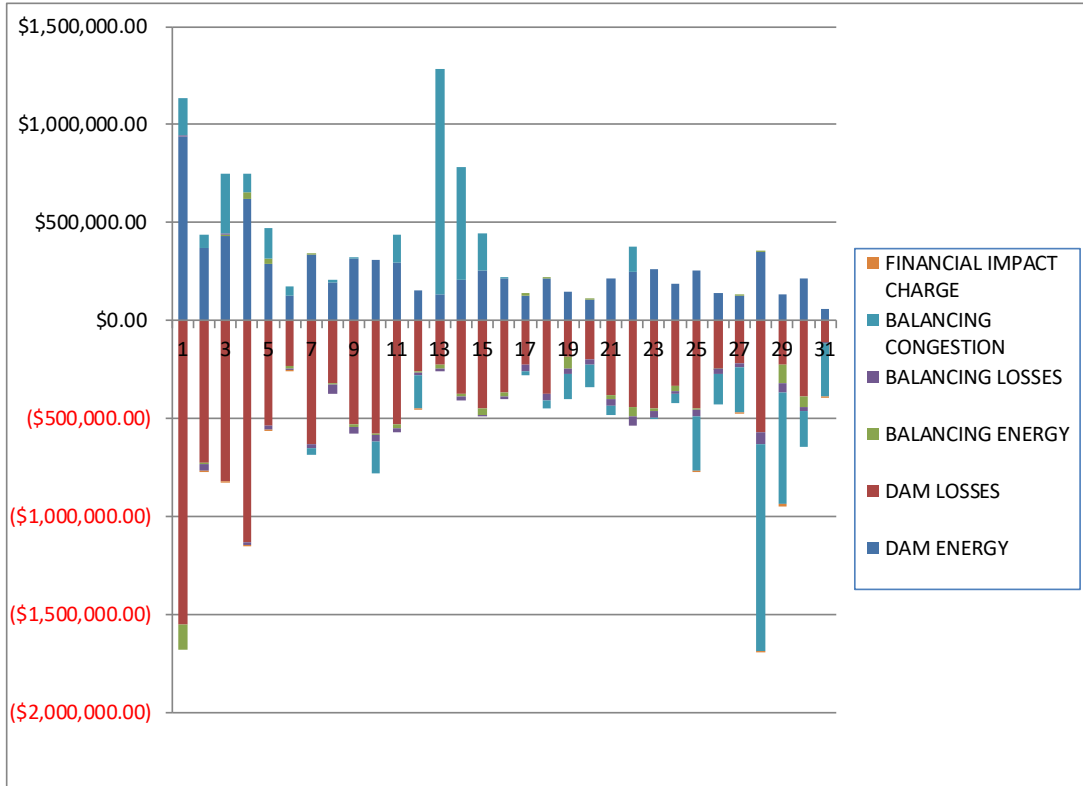
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| DAM NYCA | | 447,104 | 423,056 | 432,806 | 440,444 | 390,903 | 361,149 |
| DAM NON-NYCA | | 73,447 | 28,170 | 32,737 | 55,601 | 29,898 | 27,643 |
| DAM WHEELS | | 8,276 | 11,316 | 13,280 | 11,083 | 12,953 | 7,697 |
| DAM VIRTUAL | | 20,778 | 23,949 | 25,118 | 26,267 | 25,953 | 15,709 |
| BALANCING NYCA | | (60,994) | (49,717) | (49,891) | (43,780) | (26,627) | (37,633) |
| BALANCING NON-NYCA | | 1,450 | 6,482 | 5,280 | 4,622 | 3,839 | 11,211 |
| BALANCING WHEELS | | (5,786) | (4,804) | (6,080) | (3,883) | (5,753) | (3,398) |
| BALANCING VIRTUAL | | (20,778) | (23,949) | (25,118) | (26,267) | (25,953) | (15,709) |
| UFE/LOSSES | | 85,520 | 71,546 | 73,627 | 72,945 | 65,264 | 67,876 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| DAM NYCA | 385,185 | 396,367 | 409,062 | 403,534 | 400,559 | 389,711 | 382,801 |
| DAM NON-NYCA | 25,726 | 25,822 | 24,479 | 25,653 | 19,560 | 18,833 | 18,807 |
| DAM WHEELS | 10,814 | 7,618 | 13,247 | 7,974 | 9,589 | 8,428 | 9,471 |
| DAM VIRTUAL | 18,306 | 19,127 | 30,824 | 21,066 | 22,024 | 36,000 | 27,659 |
| BALANCING NYCA | (25,022) | (37,631) | (13,742) | (27,522) | (31,437) | (14,737) | (23,074) |
| BALANCING NON-NYCA | 4,830 | 8,721 | 4,739 | 3,002 | 2,705 | 11,249 | 12,477 |
| BALANCING WHEELS | (4,473) | (1,821) | (6,047) | (2,119) | (2,389) | (1,264) | (2,571) |
| BALANCING VIRTUAL | (18,306) | (19,127) | (30,824) | (21,066) | (22,024) | (36,000) | (27,659) |
| UFE/LOSSES | 58,218 | 61,053 | 55,718 | 54,531 | 50,058 | 59,247 | 57,719 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| DAM NYCA | 405,872 | 394,673 | 389,249 | 382,401 | 369,211 | 343,912 | 346,703 |
| DAM NON-NYCA | 26,221 | 17,519 | 13,656 | 15,848 | 13,797 | 18,054 | 20,932 |
| DAM WHEELS | 7,218 | 8,095 | 8,264 | 7,200 | 7,727 | 7,246 | 7,237 |
| DAM VIRTUAL | 22,832 | 20,307 | 21,146 | 26,962 | 24,582 | 26,453 | 20,320 |
| BALANCING NYCA | (42,902) | (32,089) | (40,376) | (31,072) | (30,457) | (33,877) | (38,163) |
| BALANCING NON-NYCA | 7,706 | 3,445 | 2,917 | 5,745 | 2,665 | 9,742 | 12,608 |
| BALANCING WHEELS | (53) | (2,227) | (3,008) | (1,527) | (2,425) | (922) | (2,589) |
| BALANCING VIRTUAL | (22,832) | (20,307) | (21,146) | (26,962) | (24,582) | (26,453) | (20,320) |
| UFE/LOSSES | 61,266 | 47,629 | 47,581 | 53,268 | 48,095 | 58,300 | 64,262 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| DAM NYCA | 373,551 | 381,200 | 390,944 | 386,597 | 375,425 | 354,948 | 361,228 |
| DAM NON-NYCA | 18,885 | 15,979 | 18,218 | 17,733 | 17,449 | 18,222 | 25,088 |
| DAM WHEELS | 7,445 | 7,616 | 7,332 | 8,202 | 8,602 | 7,224 | 7,735 |
| DAM VIRTUAL | 23,625 | 27,179 | 31,520 | 35,237 | 29,598 | 31,401 | 32,412 |
| BALANCING NYCA | (38,405) | (37,436) | (31,874) | (23,945) | (31,117) | (30,894) | (26,103) |
| BALANCING NON-NYCA | 8,691 | 7,753 | 9,224 | 7,190 | 11,705 | 11,991 | 11,579 |
| BALANCING WHEELS | (1,271) | (1,711) | (1,153) | (1,202) | (2,090) | (434) | (1,090) |
| BALANCING VIRTUAL | (23,625) | (27,179) | (31,520) | (35,237) | (29,598) | (31,401) | (32,412) |
| UFE/LOSSES | 57,844 | 52,671 | 59,228 | 55,458 | 59,884 | 59,644 | 63,406 |
| | 28 | 29 | 30 | 31 | | | |
| DAM NYCA | 421,095 | 435,368 | 431,169 | 406,666 | | | |
| DAM NON-NYCA | 20,572 | 26,646 | 19,278 | 24,768 | | | |
| DAM WHEELS | 7,519 | 7,643 | 10,462 | 7,200 | | | |
| DAM VIRTUAL | 31,570 | 28,415 | 31,455 | 22,720 | | | |
| BALANCING NYCA | (22,777) | (46,433) | (45,154) | (57,795) | | | |
| BALANCING NON-NYCA | 11,306 | 7,544 | 10,238 | 15,010 | | | |
| BALANCING WHEELS | (449) | (443) | (3,777) | 0 | | | |
| BALANCING VIRTUAL | (31,570) | (28,415) | (31,455) | (22,720) | | | |
| UFE/LOSSES | 61,832 | 73,475 | 68,820 | 78,220 | | | |



SETTLEMENTS REPORT
March 2022 Close-Out Settlement
December 7, 2022

4-Month Settlement Adjustment – Market Residuals Analysis

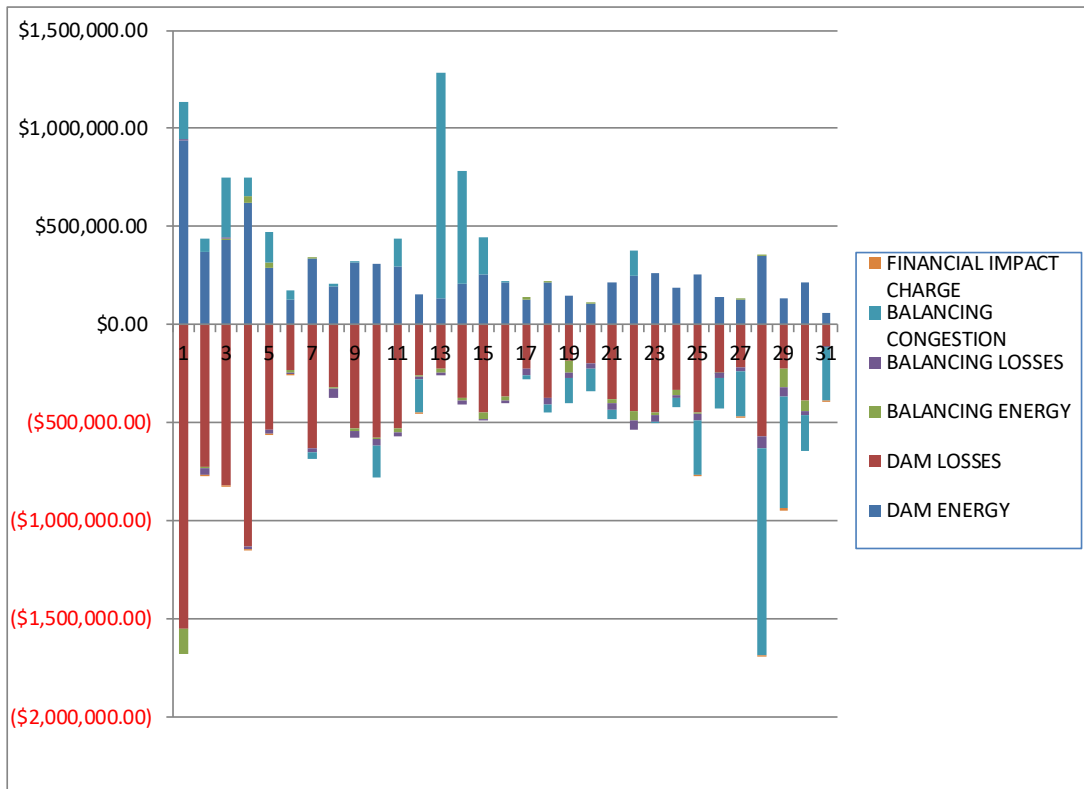
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|------------------|------------------|----------------|----------------|------------------|----------------|----------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| DAM ENERGY | | \$938,994.32 | \$371,953.20 | \$429,456.00 | \$622,320.54 | \$292,656.34 | \$130,405.88 |
| DAM LOSSES | | (\$1,547,995.72) | (\$726,991.84) | (\$821,799.70) | (\$1,132,811.83) | (\$532,285.39) | (\$231,587.68) |
| BALANCING ENERGY | | (\$131,268.81) | (\$7,037.12) | \$11,178.73 | \$30,085.49 | \$22,530.46 | (\$10,622.19) |
| BALANCING LOSSES | | \$9,400.26 | (\$33,173.36) | \$4,062.57 | (\$11,600.69) | (\$22,319.25) | (\$7,691.21) |
| BALANCING CONGESTION | | \$188,492.41 | \$65,804.56 | \$303,557.56 | \$99,092.83 | \$156,650.70 | \$44,018.12 |
| FINANCIAL IMPACT CHARGE | | \$0.00 | (\$52.65) | (\$1,935.42) | (\$449.57) | (\$510.67) | (\$834.40) |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| DAM ENERGY | \$336,552.25 | \$193,325.10 | \$317,818.44 | \$309,816.31 | \$298,257.29 | \$153,093.90 | \$134,482.77 |
| DAM LOSSES | (\$633,204.85) | (\$322,025.96) | (\$529,935.77) | (\$576,318.12) | (\$531,430.73) | (\$260,662.78) | (\$224,370.83) |
| BALANCING ENERGY | \$5,301.57 | (\$4,823.95) | (\$15,677.78) | (\$9,866.59) | (\$20,733.35) | (\$2,814.04) | (\$17,616.28) |
| BALANCING LOSSES | (\$20,118.37) | (\$43,523.50) | (\$32,372.06) | (\$31,067.09) | (\$16,971.24) | (\$17,442.76) | (\$14,735.47) |
| BALANCING CONGESTION | (\$27,759.64) | \$11,788.87 | \$2,783.02 | (\$164,062.73) | \$137,762.37 | (\$167,644.63) | \$1,149,364.48 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$238.68) | \$0.00 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| DAM ENERGY | \$210,899.00 | \$256,875.52 | \$212,107.51 | \$128,863.12 | \$214,329.18 | \$147,674.35 | \$110,043.09 |
| DAM LOSSES | (\$372,341.50) | (\$445,250.43) | (\$364,207.03) | (\$225,525.21) | (\$370,692.60) | (\$187,113.17) | (\$194,778.11) |
| BALANCING ENERGY | (\$12,255.91) | (\$32,842.92) | (\$20,916.11) | \$12,228.53 | \$5,224.04 | (\$54,361.04) | \$1,413.23 |
| BALANCING LOSSES | (\$23,887.75) | (\$12,783.31) | (\$12,239.28) | (\$29,381.34) | (\$36,871.67) | (\$28,966.91) | (\$27,757.33) |
| BALANCING CONGESTION | \$574,510.67 | \$190,536.91 | \$24.30 | (\$21,221.48) | (\$37,051.52) | (\$126,786.33) | (\$115,512.75) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| DAM ENERGY | \$216,203.81 | \$248,046.47 | \$262,258.35 | \$188,221.86 | \$252,595.78 | \$143,921.27 | \$127,744.16 |
| DAM LOSSES | (\$382,086.25) | (\$440,558.29) | (\$447,235.17) | (\$332,104.59) | (\$446,145.92) | (\$242,411.92) | (\$215,719.54) |
| BALANCING ENERGY | (\$16,411.75) | (\$50,498.57) | (\$14,279.45) | (\$25,223.19) | (\$9,352.71) | (\$5,507.47) | \$2,250.39 |
| BALANCING LOSSES | (\$37,944.15) | (\$47,180.05) | (\$31,336.99) | (\$14,625.15) | (\$31,187.81) | (\$22,382.80) | (\$23,196.40) |
| BALANCING CONGESTION | (\$44,944.05) | \$128,448.93 | (\$11,362.90) | (\$48,202.75) | (\$279,919.12) | (\$158,624.02) | (\$232,029.78) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$121.77) | \$0.00 | (\$4,794.30) |
| | 28 | 29 | 30 | 31 | | | |
| DAM ENERGY | \$349,862.85 | \$134,654.57 | \$217,775.68 | \$60,972.51 | | | |
| DAM LOSSES | (\$568,402.60) | (\$223,122.12) | (\$383,581.52) | (\$109,616.90) | | | |
| BALANCING ENERGY | \$10,013.78 | (\$97,725.03) | (\$57,425.45) | (\$141.50) | | | |
| BALANCING LOSSES | (\$61,769.27) | (\$45,669.31) | (\$18,606.75) | (\$6,405.24) | | | |
| BALANCING CONGESTION | (\$1,052,432.09) | (\$570,724.55) | (\$186,492.99) | (\$273,259.16) | | | |
| FINANCIAL IMPACT CHARGE | (\$13.77) | (\$9,508.30) | \$0.00 | (\$131.48) | | | |



SETTLEMENTS REPORT
March 2022 Close-Out Settlement
December 7, 2022

Close-Out Settlement – Market Residuals Analysis

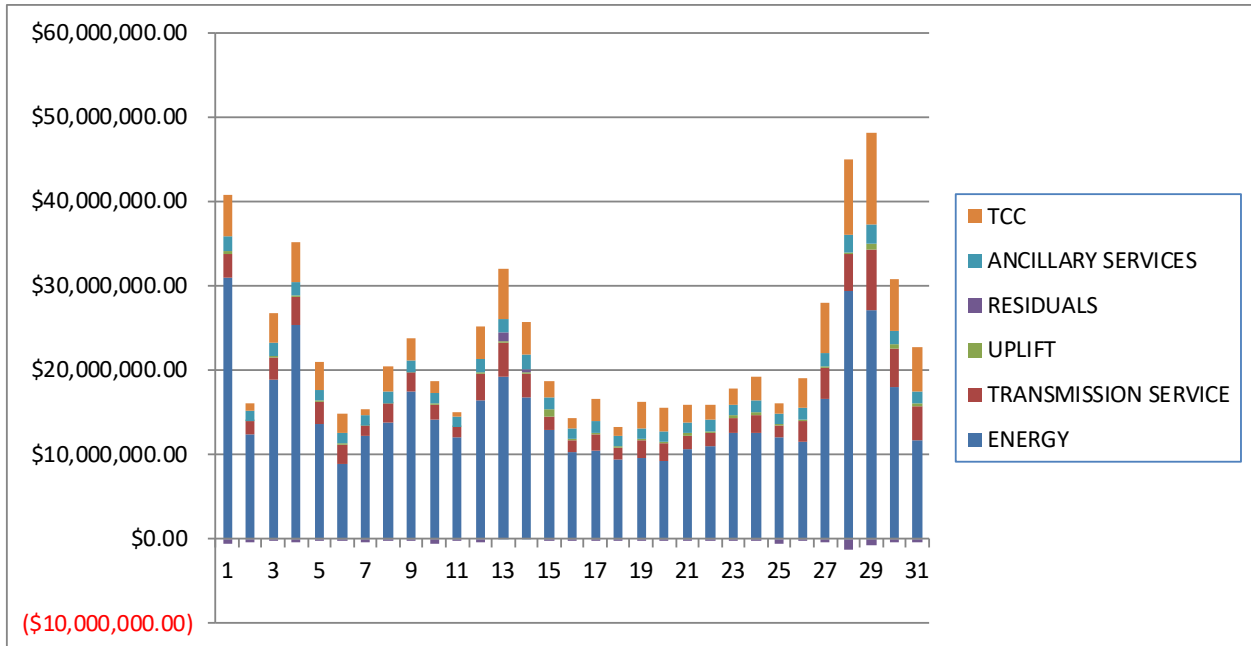
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|------------------|------------------|----------------|----------------|------------------|----------------|----------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| DAM ENERGY | | \$938,994.32 | \$371,953.20 | \$429,456.01 | \$622,320.53 | \$292,656.34 | \$130,405.88 |
| DAM LOSSES | | (\$1,547,995.72) | (\$726,991.84) | (\$821,799.70) | (\$1,132,811.83) | (\$532,285.39) | (\$231,587.69) |
| BALANCING ENERGY | | (\$131,268.82) | (\$7,037.11) | \$11,178.72 | \$30,085.49 | \$22,530.45 | (\$10,622.19) |
| BALANCING LOSSES | | \$9,400.25 | (\$33,173.36) | \$4,062.57 | (\$11,600.69) | (\$22,319.26) | (\$7,691.21) |
| BALANCING CONGESTION | | \$188,492.41 | \$65,804.55 | \$303,557.56 | \$99,092.82 | \$156,650.69 | \$44,018.12 |
| FINANCIAL IMPACT CHARGE | | \$0.00 | (\$52.66) | (\$1,935.47) | (\$449.59) | (\$510.69) | (\$834.29) |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| DAM ENERGY | \$336,552.26 | \$193,325.11 | \$317,818.44 | \$309,816.31 | \$298,257.29 | \$153,093.90 | \$134,482.77 |
| DAM LOSSES | (\$633,204.85) | (\$322,025.96) | (\$529,935.77) | (\$576,318.12) | (\$531,430.73) | (\$260,662.79) | (\$224,370.83) |
| BALANCING ENERGY | \$5,301.58 | (\$4,823.95) | (\$15,677.77) | (\$9,866.59) | (\$20,733.34) | (\$2,814.05) | (\$17,616.28) |
| BALANCING LOSSES | (\$20,118.37) | (\$43,523.50) | (\$32,372.06) | (\$31,067.08) | (\$16,971.23) | (\$17,442.77) | (\$14,735.47) |
| BALANCING CONGESTION | (\$27,759.64) | \$11,788.88 | \$2,783.02 | (\$164,062.73) | \$137,762.37 | (\$167,644.63) | \$1,149,364.47 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$238.70) | \$0.00 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| DAM ENERGY | \$210,899.00 | \$256,875.52 | \$212,107.51 | \$128,863.12 | \$214,329.18 | \$147,674.34 | \$110,043.09 |
| DAM LOSSES | (\$372,341.50) | (\$445,250.44) | (\$364,207.02) | (\$225,525.21) | (\$370,692.60) | (\$187,113.17) | (\$194,778.11) |
| BALANCING ENERGY | (\$12,255.90) | (\$32,842.91) | (\$20,916.11) | \$12,228.53 | \$5,224.03 | (\$54,361.03) | \$1,413.23 |
| BALANCING LOSSES | (\$23,887.74) | (\$12,783.31) | (\$12,239.27) | (\$29,381.34) | (\$36,671.67) | (\$28,966.91) | (\$27,757.33) |
| BALANCING CONGESTION | \$574,510.67 | \$190,536.90 | \$24.30 | (\$21,221.49) | (\$37,051.51) | (\$126,786.33) | (\$115,512.75) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| DAM ENERGY | \$216,203.81 | \$248,046.47 | \$262,258.35 | \$188,221.86 | \$252,595.77 | \$143,921.28 | \$127,744.16 |
| DAM LOSSES | (\$382,086.25) | (\$440,558.29) | (\$447,235.17) | (\$332,104.59) | (\$446,145.93) | (\$242,411.92) | (\$215,719.54) |
| BALANCING ENERGY | (\$16,411.75) | (\$50,498.58) | (\$14,279.44) | (\$25,223.19) | (\$9,352.72) | (\$5,507.47) | \$2,250.39 |
| BALANCING LOSSES | (\$37,944.15) | (\$47,180.05) | (\$31,337.00) | (\$14,625.15) | (\$31,187.81) | (\$22,382.80) | (\$23,196.39) |
| BALANCING CONGESTION | (\$44,944.05) | \$128,448.94 | (\$11,362.90) | (\$48,202.76) | (\$279,919.12) | (\$158,624.02) | (\$232,029.78) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$121.72) | \$0.00 | (\$4,794.24) |
| | 28 | 29 | 30 | 31 | | | |
| DAM ENERGY | \$349,862.85 | \$134,654.57 | \$217,775.68 | \$60,972.50 | | | |
| DAM LOSSES | (\$568,402.60) | (\$223,122.12) | (\$383,581.52) | (\$109,616.90) | | | |
| BALANCING ENERGY | \$10,013.78 | (\$97,725.03) | (\$57,425.45) | (\$141.50) | | | |
| BALANCING LOSSES | (\$61,769.28) | (\$45,669.30) | (\$18,606.74) | (\$6,405.24) | | | |
| BALANCING CONGESTION | (\$1,052,432.09) | (\$570,724.55) | (\$186,492.99) | (\$273,259.15) | | | |
| FINANCIAL IMPACT CHARGE | (\$13.76) | (\$9,508.39) | \$0.00 | (\$131.55) | | | |



SETTLEMENTS REPORT
 March 2022 Close-Out Settlement
 December 7, 2022

4-Month Settlement Adjustment – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| ENERGY | | \$30,968,117.78 | \$12,405,141.96 | \$18,835,506.68 | \$25,326,063.36 | \$13,636,833.35 | \$8,931,110.57 |
| TRANSMISSION SERVICE | | \$2,794,020.49 | \$1,581,078.64 | \$2,674,116.19 | \$3,433,500.68 | \$2,693,341.22 | \$2,323,371.80 |
| UPLIFT | | \$327,065.51 | \$17,766.36 | \$133,989.50 | \$54,140.17 | \$11,897.48 | \$48,924.08 |
| RESIDUALS | | (\$542,377.54) | (\$329,497.21) | (\$75,480.26) | (\$393,363.23) | (\$83,277.81) | (\$76,311.48) |
| ANCILLARY SERVICES | | \$1,847,996.92 | \$1,262,272.55 | \$1,569,125.63 | \$1,603,156.33 | \$1,368,826.99 | \$1,197,728.08 |
| TCC | | \$4,737,408.86 | \$853,954.16 | \$3,521,931.61 | \$4,745,035.84 | \$3,301,890.53 | \$2,397,660.33 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| ENERGY | \$12,242,952.13 | \$13,878,149.83 | \$17,443,106.26 | \$14,217,456.75 | \$12,042,289.45 | \$16,381,032.57 | \$19,299,815.18 |
| TRANSMISSION SERVICE | \$1,223,620.99 | \$2,226,040.97 | \$2,226,056.01 | \$1,667,483.14 | \$1,202,743.83 | \$3,202,215.29 | \$4,030,310.97 |
| UPLIFT | \$14,551.69 | \$54,396.41 | \$56,118.57 | \$113,048.03 | \$62,429.26 | \$207,686.35 | \$150,346.92 |
| RESIDUALS | (\$339,229.04) | (\$165,259.44) | (\$257,384.15) | (\$471,498.22) | (\$133,115.66) | (\$295,708.99) | \$1,027,124.67 |
| ANCILLARY SERVICES | \$1,229,666.03 | \$1,398,737.28 | \$1,472,613.82 | \$1,350,597.50 | \$1,248,493.75 | \$1,544,965.86 | \$1,613,104.05 |
| TCC | \$625,303.52 | \$2,876,376.82 | \$2,509,771.94 | \$1,408,303.73 | \$542,139.82 | \$3,842,706.17 | \$5,837,625.70 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ENERGY | \$16,708,567.95 | \$12,855,450.85 | \$10,311,806.63 | \$10,467,414.81 | \$9,500,478.18 | \$9,622,822.00 | \$9,320,116.87 |
| TRANSMISSION SERVICE | \$2,814,676.47 | \$1,665,011.39 | \$1,408,936.54 | \$2,009,082.75 | \$1,257,848.48 | \$2,117,762.69 | \$2,033,521.62 |
| UPLIFT | \$243,675.47 | \$826,326.65 | \$174,366.12 | \$158,454.51 | \$326,049.51 | \$130,967.80 | \$188,648.23 |
| RESIDUALS | \$376,924.51 | (\$43,464.23) | (\$185,230.61) | (\$135,036.38) | (\$224,862.57) | (\$249,553.10) | (\$226,591.87) |
| ANCILLARY SERVICES | \$1,649,225.03 | \$1,457,772.55 | \$1,224,803.85 | \$1,305,741.86 | \$1,191,676.72 | \$1,261,660.78 | \$1,236,988.87 |
| TCC | \$3,889,164.90 | \$1,899,591.01 | \$1,271,060.21 | \$2,731,300.59 | \$986,699.25 | \$3,041,216.62 | \$2,698,982.00 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ENERGY | \$10,656,168.98 | \$11,078,574.76 | \$12,603,282.36 | \$12,610,731.80 | \$11,970,521.03 | \$11,561,871.73 | \$16,578,298.04 |
| TRANSMISSION SERVICE | \$1,590,341.56 | \$1,476,863.54 | \$1,727,959.10 | \$2,042,723.61 | \$1,464,394.54 | \$2,479,933.50 | \$3,673,580.68 |
| UPLIFT | \$303,784.19 | \$256,344.58 | \$296,209.08 | \$456,709.94 | \$224,213.78 | \$168,775.02 | \$223,801.29 |
| RESIDUALS | (\$265,182.39) | (\$161,741.51) | (\$241,956.16) | (\$231,933.82) | (\$514,131.55) | (\$285,004.94) | (\$345,745.47) |
| ANCILLARY SERVICES | \$1,242,447.16 | \$1,261,494.15 | \$1,261,634.37 | \$1,281,158.96 | \$1,214,712.16 | \$1,284,853.12 | \$1,571,386.44 |
| TCC | \$2,044,402.85 | \$1,739,633.10 | \$1,882,743.46 | \$2,805,007.47 | \$1,198,602.07 | \$3,567,259.60 | \$5,960,143.33 |
| | 28 | 29 | 30 | 31 | | | |
| ENERGY | \$29,303,749.66 | \$27,118,192.60 | \$17,936,916.33 | \$11,714,992.84 | | | |
| TRANSMISSION SERVICE | \$4,449,130.83 | \$7,191,923.92 | \$4,572,673.11 | \$4,069,106.24 | | | |
| UPLIFT | \$259,168.60 | \$743,522.76 | \$485,556.99 | \$330,669.86 | | | |
| RESIDUALS | (\$1,322,741.10) | (\$812,094.74) | (\$428,331.03) | (\$328,581.77) | | | |
| ANCILLARY SERVICES | \$2,069,999.69 | \$2,132,064.82 | \$1,666,785.29 | \$1,378,728.28 | | | |
| TCC | \$8,860,154.32 | \$10,952,866.08 | \$6,189,965.36 | \$5,153,785.98 | | | |



SETTLEMENTS REPORT
March 2022 Close-Out Settlement
December 7, 2022

Close-Out Settlement – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 |
| ENERGY | | \$30,968,118.02 | \$12,405,142.22 | \$18,835,506.58 | \$25,326,063.40 | \$13,636,833.43 | \$8,931,110.70 |
| TRANSMISSION SERVICE | | \$2,793,902.89 | \$1,580,763.30 | \$2,673,879.70 | \$3,433,317.23 | \$2,693,119.91 | \$2,323,165.17 |
| UPLIFT | | \$327,065.51 | \$17,766.36 | \$133,989.49 | \$54,140.18 | \$11,897.49 | \$48,924.09 |
| RESIDUALS | | (\$542,377.56) | (\$329,497.22) | (\$75,480.31) | (\$393,363.27) | (\$83,277.86) | (\$76,311.38) |
| ANCILLARY SERVICES | | \$1,847,903.58 | \$1,262,022.23 | \$1,568,937.92 | \$1,603,010.71 | \$1,368,651.31 | \$1,197,564.05 |
| TCC | | \$4,737,408.86 | \$853,954.16 | \$3,521,931.61 | \$4,745,035.84 | \$3,301,890.53 | \$2,397,660.33 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| ENERGY | \$12,242,951.82 | \$13,878,149.75 | \$17,443,106.00 | \$14,217,456.50 | \$12,042,289.05 | \$16,381,032.26 | \$19,299,815.20 |
| TRANSMISSION SERVICE | \$1,223,419.06 | \$2,225,816.04 | \$2,225,823.70 | \$1,667,251.39 | \$1,202,506.59 | \$3,201,956.94 | \$4,030,193.46 |
| UPLIFT | \$14,551.69 | \$54,396.43 | \$56,118.58 | \$113,048.03 | \$62,429.27 | \$207,686.36 | \$150,346.93 |
| RESIDUALS | (\$339,229.02) | (\$165,259.42) | (\$257,384.14) | (\$471,498.21) | (\$133,115.64) | (\$295,709.04) | \$1,027,124.66 |
| ANCILLARY SERVICES | \$1,229,505.74 | \$1,398,558.75 | \$1,472,429.39 | \$1,350,413.52 | \$1,248,305.43 | \$1,544,760.79 | \$1,613,010.77 |
| TCC | \$625,303.52 | \$2,876,376.82 | \$2,509,771.94 | \$1,408,303.73 | \$542,139.82 | \$3,842,706.17 | \$5,837,625.70 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ENERGY | \$16,708,568.11 | \$12,855,451.21 | \$10,311,806.44 | \$10,467,415.10 | \$9,500,478.41 | \$9,622,822.12 | \$9,320,116.84 |
| TRANSMISSION SERVICE | \$2,814,429.69 | \$1,664,833.37 | \$1,408,730.60 | \$2,008,864.00 | \$1,257,381.05 | \$2,117,581.53 | \$2,033,261.86 |
| UPLIFT | \$243,675.48 | \$826,326.65 | \$174,366.12 | \$158,454.48 | \$326,049.51 | \$130,967.79 | \$188,648.23 |
| RESIDUALS | \$376,924.53 | (\$43,464.24) | (\$185,230.59) | (\$135,036.39) | (\$224,862.57) | (\$249,553.10) | (\$226,591.87) |
| ANCILLARY SERVICES | \$1,649,029.15 | \$1,457,631.24 | \$1,224,640.39 | \$1,305,568.20 | \$1,191,305.67 | \$1,261,516.95 | \$1,236,782.68 |
| TCC | \$3,889,164.90 | \$1,899,591.01 | \$1,271,060.21 | \$2,731,300.59 | \$986,699.25 | \$3,041,216.62 | \$2,698,982.00 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ENERGY | \$10,656,169.46 | \$11,078,574.74 | \$12,603,282.04 | \$12,610,731.96 | \$11,970,521.30 | \$11,561,871.88 | \$16,578,298.56 |
| TRANSMISSION SERVICE | \$1,589,770.65 | \$1,476,553.16 | \$1,727,428.49 | \$2,042,384.64 | \$1,464,140.50 | \$2,479,746.76 | \$3,673,277.86 |
| UPLIFT | \$303,784.20 | \$256,344.59 | \$296,209.08 | \$456,709.93 | \$224,213.79 | \$168,775.02 | \$223,801.29 |
| RESIDUALS | (\$265,182.39) | (\$161,741.51) | (\$241,956.16) | (\$231,933.83) | (\$514,131.53) | (\$285,004.93) | (\$345,745.40) |
| ANCILLARY SERVICES | \$1,241,993.97 | \$1,261,247.78 | \$1,261,213.17 | \$1,280,889.90 | \$1,214,510.50 | \$1,284,704.88 | \$1,571,146.07 |
| TCC | \$2,044,402.85 | \$1,739,633.10 | \$1,882,743.46 | \$2,805,007.47 | \$1,198,602.07 | \$3,567,259.60 | \$5,960,143.33 |
| | 28 | 29 | 30 | 31 | | | |
| ENERGY | \$29,303,749.54 | \$27,118,192.79 | \$17,936,916.05 | \$11,714,992.51 | | | |
| TRANSMISSION SERVICE | \$4,448,875.44 | \$7,191,706.12 | \$4,572,473.57 | \$4,068,907.27 | | | |
| UPLIFT | \$259,168.61 | \$743,522.76 | \$485,557.00 | \$330,669.86 | | | |
| RESIDUALS | (\$1,322,741.10) | (\$812,094.82) | (\$428,331.02) | (\$328,581.84) | | | |
| ANCILLARY SERVICES | \$2,069,796.95 | \$2,131,891.92 | \$1,666,626.91 | \$1,378,570.34 | | | |
| TCC | \$8,860,154.32 | \$10,952,866.08 | \$6,189,965.36 | \$5,153,785.98 | | | |

