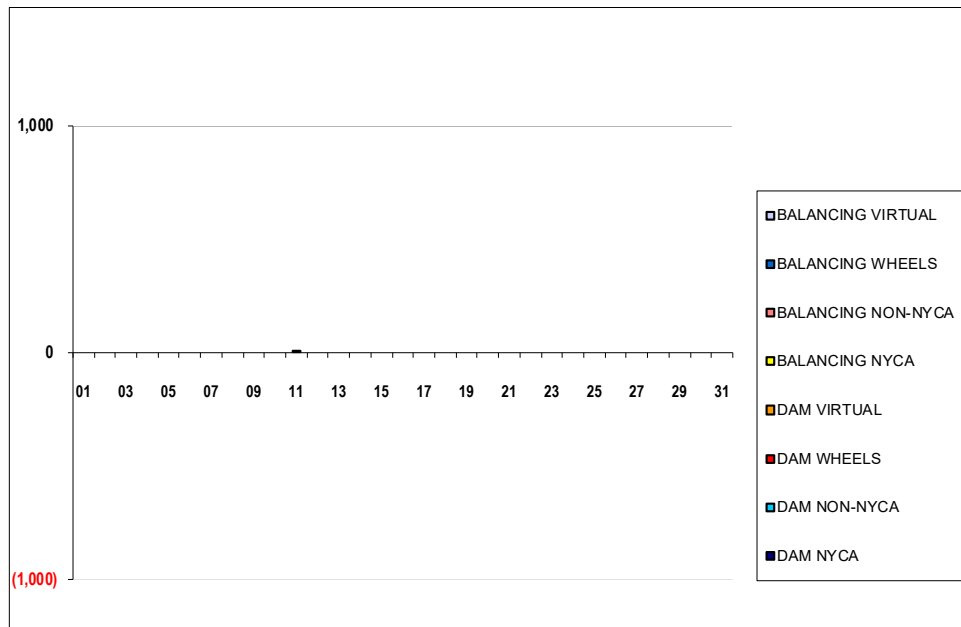


SETTLEMENTS REPORT
 December 2022 Close-Out Settlement
 September 8, 2023

Close-Out Settlement – Market Supply Delta Analysis

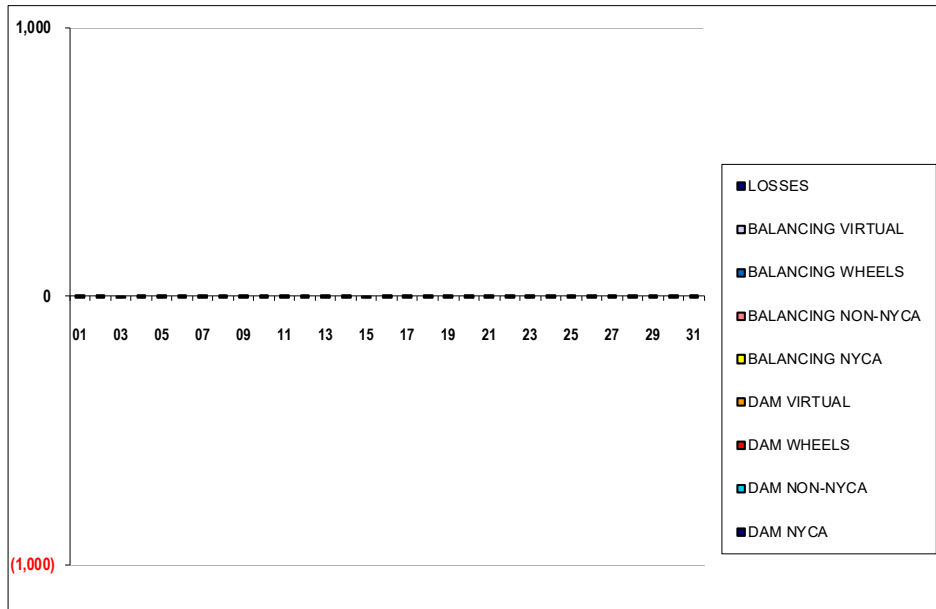
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
| | | | | 1 | 2 | 3 | 4 |
| DAM NYCA | | | | 0 | 0 | 0 | 0 |
| DAM NON-NYCA | | | | 0 | 0 | 0 | 0 |
| DAM WHEELS | | | | 0 | 0 | 0 |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



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

Close-Out Settlement – Market Withdrawals Delta Analysis

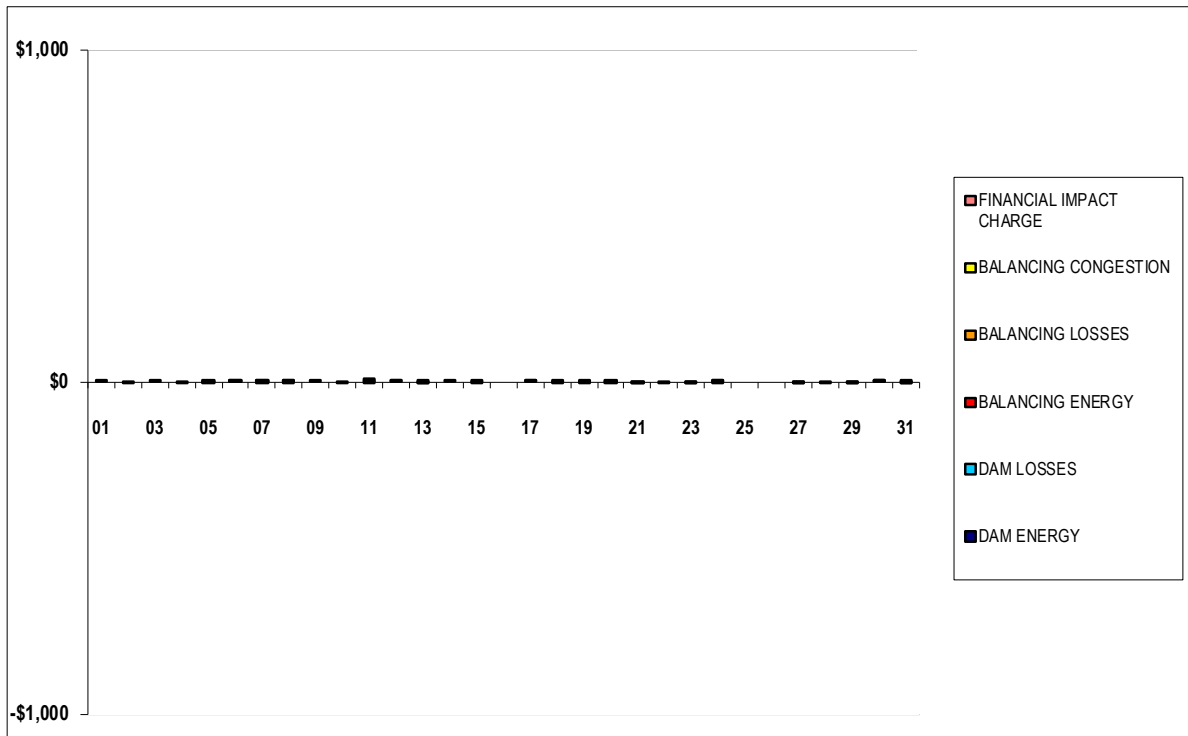
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
| | | | | 1 | 2 | 3 | 4 |
| DAM NYCA | | | | 0 | 0 | 0 | 0 |
| DAM NON-NYCA | | | | 0 | 0 | 0 | 0 |
| DAM WHEELS | | | | 0 | 0 | 0 |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



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

Close-Out Settlement – Market Residuals Delta Analysis

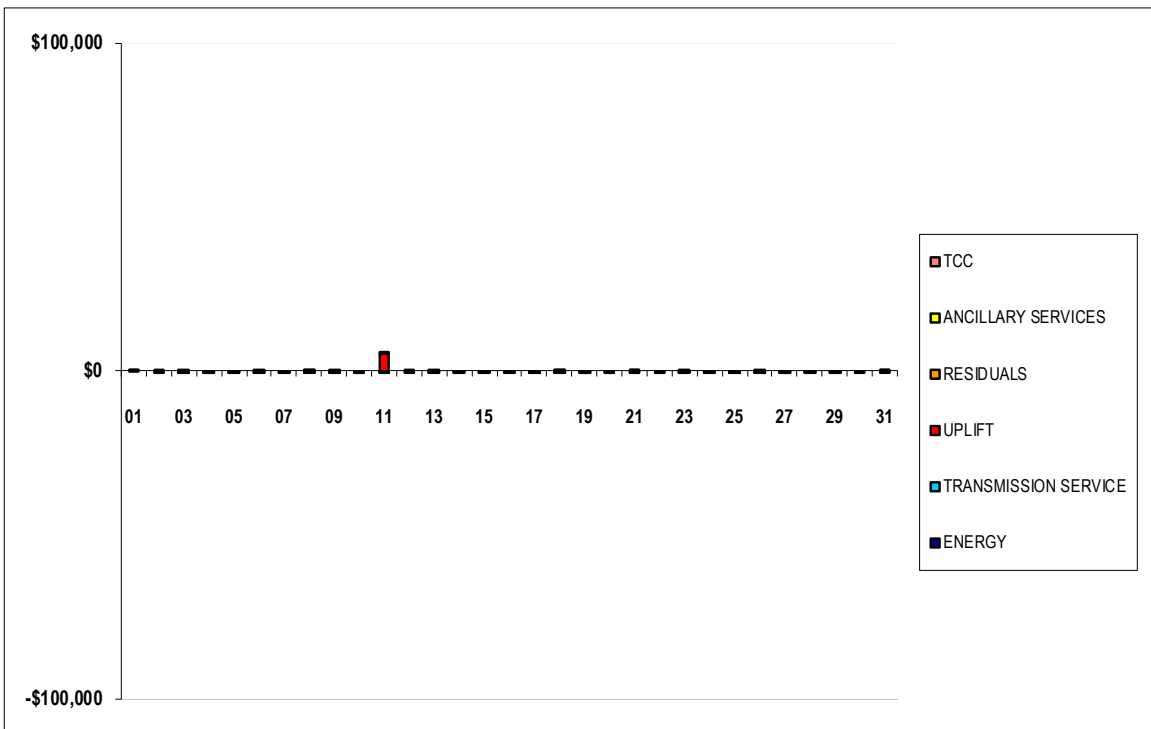
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | 1 | 2 | 3 | 4 |
| DAM ENERGY | | | | \$0.00 | (\$0.01) | \$0.01 | \$0.00 |
| DAM LOSSES | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING ENERGY | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING LOSSES | | | | \$0.00 | \$0.00 | \$0.00 | (\$0.01) |
| BALANCING CONGESTION | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| FINANCIAL IMPACT CHARGE | | | | \$0.02 | \$0.00 | \$0.00 | \$0.00 |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| DAM ENERGY | (\$0.01) | \$0.01 | \$0.00 | \$0.01 | \$0.01 | \$0.00 | \$0.00 |
| DAM LOSSES | \$0.01 | \$0.00 | \$0.01 | \$0.01 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING ENERGY | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$3.99 |
| BALANCING LOSSES | \$0.00 | \$0.01 | \$0.01 | \$0.00 | \$0.00 | (\$0.01) | \$0.06 |
| BALANCING CONGESTION | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | (\$0.01) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| DAM ENERGY | \$0.01 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| DAM LOSSES | \$0.00 | \$0.01 | \$0.01 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 |
| BALANCING ENERGY | \$0.01 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.01 | (\$0.01) |
| BALANCING LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.01 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING CONGESTION | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.01 | \$0.00 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.03 |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| DAM ENERGY | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | (\$0.01) | (\$0.01) | \$0.00 |
| DAM LOSSES | \$0.01 | \$0.01 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 |
| BALANCING ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING LOSSES | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | \$0.01 | \$0.00 |
| BALANCING CONGESTION | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| FINANCIAL IMPACT CHARGE | (\$0.02) | \$0.00 | \$0.00 | \$0.00 | (\$0.04) | \$0.04 | \$0.00 |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| DAM ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.01 | \$0.00 | |
| DAM LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| BALANCING ENERGY | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | |
| BALANCING LOSSES | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.01 | |
| BALANCING CONGESTION | \$0.00 | (\$0.01) | (\$0.01) | \$0.00 | \$0.01 | (\$0.01) | |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | (\$0.03) | \$0.01 | (\$0.01) | |



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

Close-Out Settlement – Market Costs Delta Analysis

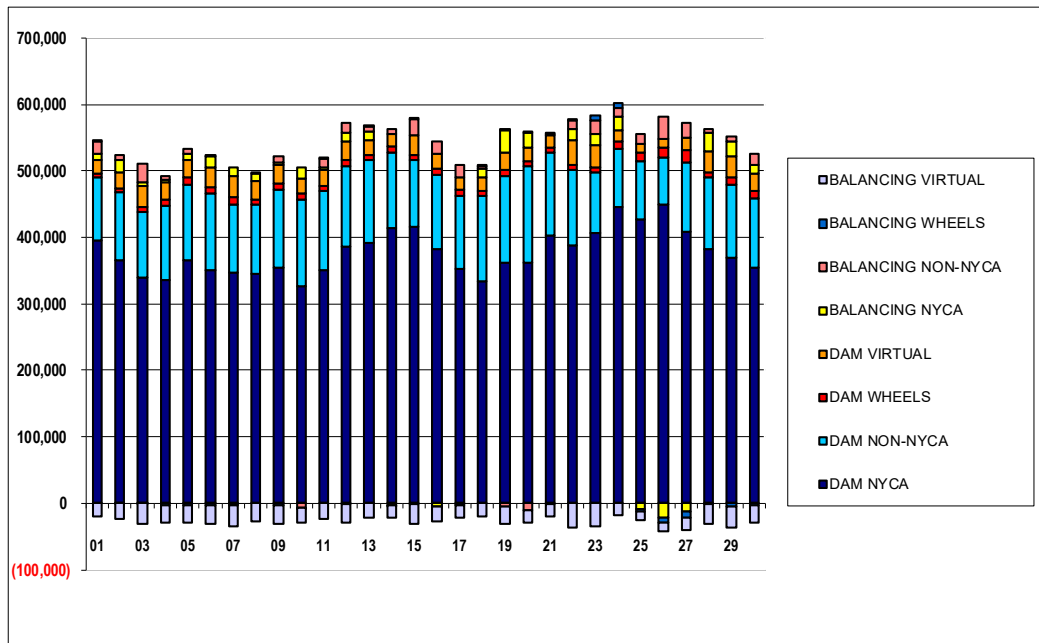
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|------------|------------|------------|------------|------------|------------|------------|
| ENERGY | | | | 1 | 2 | 3 | 4 |
| TRANSMISSION SERVICE | | | | \$0.09 | \$0.13 | \$0.06 | (\$0.04) |
| UPLIFT | | | | \$0.01 | (\$40.48) | (\$162.75) | (\$95.26) |
| RESIDUALS | | | | \$0.00 | \$0.01 | \$0.01 | \$0.00 |
| ANCILLARY SERVICES | | | | \$0.02 | (\$0.01) | \$0.01 | (\$0.01) |
| TCC | | | | \$0.01 | (\$20.78) | (\$83.50) | (\$48.88) |
| | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| ENERGY | (\$0.27) | \$0.07 | (\$0.08) | \$0.11 | \$0.48 | (\$0.19) | (\$0.18) |
| TRANSMISSION SERVICE | (\$114.38) | (\$76.38) | (\$122.67) | (\$123.01) | (\$131.38) | (\$134.36) | (\$140.24) |
| UPLIFT | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.01 | \$5,220.63 |
| RESIDUALS | \$0.00 | \$0.02 | \$0.01 | \$0.01 | \$0.01 | (\$0.01) | \$4.04 |
| ANCILLARY SERVICES | (\$58.68) | (\$39.18) | (\$62.93) | (\$63.11) | (\$67.41) | (\$68.92) | (\$71.96) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ENERGY | \$0.03 | \$0.14 | (\$0.24) | (\$0.21) | \$0.04 | (\$0.31) | \$0.22 |
| TRANSMISSION SERVICE | (\$124.14) | (\$99.40) | (\$195.12) | (\$91.62) | (\$98.85) | (\$178.66) | (\$207.31) |
| UPLIFT | \$0.02 | \$0.00 | (\$0.01) | \$0.00 | (\$0.01) | \$0.00 | \$0.00 |
| RESIDUALS | \$0.02 | (\$0.01) | \$0.01 | \$0.00 | \$0.00 | \$0.02 | \$0.02 |
| ANCILLARY SERVICES | (\$63.69) | (\$51.00) | (\$100.13) | (\$47.01) | (\$50.70) | (\$91.68) | (\$106.36) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ENERGY | (\$0.12) | (\$0.10) | \$0.22 | (\$0.08) | \$0.13 | (\$0.07) | (\$0.03) |
| TRANSMISSION SERVICE | (\$319.35) | (\$313.50) | (\$329.76) | (\$202.13) | (\$152.81) | (\$151.66) | (\$151.60) |
| UPLIFT | \$0.00 | \$0.00 | \$0.02 | \$0.01 | (\$0.01) | \$0.00 | \$0.02 |
| RESIDUALS | (\$0.01) | \$0.00 | (\$0.02) | (\$0.01) | (\$0.05) | \$0.04 | \$0.00 |
| ANCILLARY SERVICES | (\$163.84) | (\$160.85) | (\$169.18) | (\$103.70) | (\$78.41) | (\$77.79) | (\$77.78) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| ENERGY | \$0.10 | (\$0.15) | (\$0.08) | (\$0.18) | (\$0.08) | \$0.23 | |
| TRANSMISSION SERVICE | (\$147.33) | (\$145.14) | (\$142.46) | (\$137.73) | (\$129.98) | (\$127.92) | |
| UPLIFT | \$0.01 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.01 | |
| RESIDUALS | \$0.00 | (\$0.02) | (\$0.01) | (\$0.04) | \$0.03 | (\$0.01) | |
| ANCILLARY SERVICES | (\$75.58) | (\$74.47) | (\$73.06) | (\$70.68) | (\$66.68) | (\$65.65) | |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

4-Month Settlement Adjustment – Market Supply Analysis

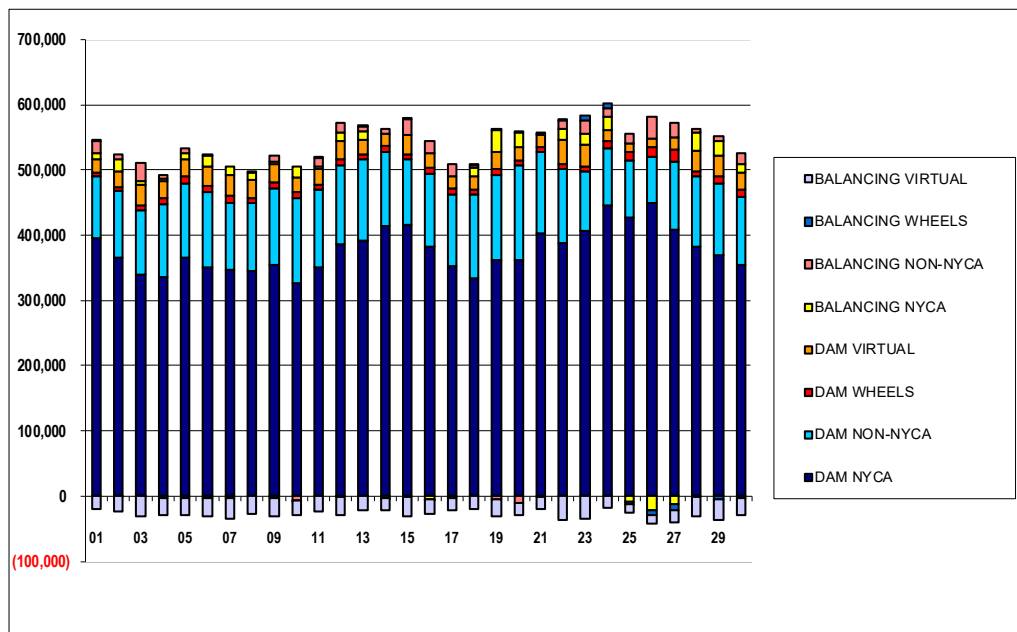
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | 1 | 2 | 3 | 4 |
| DAM NYCA | | | | 396,291 | 365,446 | 340,547 | 335,236 |
| DAM NON-NYCA | | | | 93,336 | 101,766 | 98,250 | 112,176 |
| DAM WHEELS | | | | 7,200 | 7,350 | 7,241 | 9,055 |
| DAM VIRTUAL | | | | 19,484 | 23,835 | 31,024 | 26,589 |
| BALANCING NYCA | | | | 10,216 | 18,933 | 6,555 | 4,473 |
| BALANCING NON-NYCA | | | | 18,344 | 7,205 | 27,519 | 4,460 |
| BALANCING WHEELS | | | | 300 | (75) | (41) | (3,103) |
| BALANCING VIRTUAL | | | | (19,484) | (23,835) | (31,024) | (26,589) |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| DAM NYCA | 365,960 | 350,061 | 346,956 | 344,592 | 354,744 | 326,831 | 351,165 |
| DAM NON-NYCA | 113,973 | 116,101 | 103,160 | 105,367 | 117,117 | 130,741 | 119,041 |
| DAM WHEELS | 10,037 | 9,833 | 10,400 | 7,440 | 9,872 | 8,695 | 7,805 |
| DAM VIRTUAL | 26,473 | 28,490 | 32,204 | 27,262 | 27,800 | 22,308 | 22,934 |
| BALANCING NYCA | 8,550 | 18,540 | 12,471 | 11,096 | 3,951 | 16,324 | 4,998 |
| BALANCING NON-NYCA | 7,985 | 1,492 | (238) | 3,027 | 9,244 | (6,609) | 11,536 |
| BALANCING WHEELS | (2,540) | (2,149) | (3,050) | 0 | (2,432) | (845) | 152 |
| BALANCING VIRTUAL | (26,473) | (28,490) | (32,204) | (27,262) | (27,800) | (22,308) | (22,934) |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| DAM NYCA | 385,755 | 392,286 | 413,501 | 415,896 | 383,055 | 352,115 | 334,166 |
| DAM NON-NYCA | 121,192 | 123,570 | 114,753 | 100,663 | 110,574 | 111,342 | 128,646 |
| DAM WHEELS | 9,583 | 7,895 | 8,050 | 7,280 | 10,135 | 8,800 | 7,455 |
| DAM VIRTUAL | 28,249 | 21,844 | 18,430 | 29,720 | 22,338 | 18,287 | 19,627 |
| BALANCING NYCA | 11,884 | 13,012 | (3,509) | (244) | (4,126) | (1,819) | 13,163 |
| BALANCING NON-NYCA | 16,503 | 8,078 | 8,001 | 25,000 | 18,024 | 18,327 | 4,529 |
| BALANCING WHEELS | (1,687) | 328 | (284) | 300 | (610) | (1,318) | 50 |
| BALANCING VIRTUAL | (28,249) | (21,844) | (18,430) | (29,720) | (22,338) | (18,287) | (19,627) |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| DAM NYCA | 362,568 | 361,656 | 403,355 | 387,679 | 407,543 | 445,427 | 427,905 |
| DAM NON-NYCA | 130,301 | 144,749 | 124,739 | 113,796 | 89,814 | 87,173 | 86,458 |
| DAM WHEELS | 7,930 | 9,111 | 7,935 | 7,799 | 8,125 | 10,968 | 12,980 |
| DAM VIRTUAL | 26,431 | 19,150 | 17,187 | 36,576 | 33,905 | 17,645 | 12,857 |
| BALANCING NYCA | 33,582 | 22,564 | (1,819) | 17,961 | 16,713 | 20,395 | (9,325) |
| BALANCING NON-NYCA | (5,031) | (10,435) | 3,237 | 13,145 | 20,230 | 14,030 | 14,823 |
| BALANCING WHEELS | 1,461 | 1,112 | 985 | 663 | 7,327 | 6,431 | (2,966) |
| BALANCING VIRTUAL | (26,431) | (19,150) | (17,187) | (36,576) | (33,905) | (17,645) | (12,857) |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| DAM NYCA | 450,315 | 409,317 | 382,386 | 369,741 | 354,808 | 325,805 | |
| DAM NON-NYCA | 69,385 | 103,824 | 107,864 | 108,870 | 103,806 | 99,276 | |
| DAM WHEELS | 15,370 | 18,285 | 8,341 | 12,006 | 10,633 | 18,309 | |
| DAM VIRTUAL | 12,462 | 17,790 | 30,192 | 32,214 | 26,384 | 27,297 | |
| BALANCING NYCA | (21,672) | (11,645) | 28,667 | 21,453 | 13,951 | 22,695 | |
| BALANCING NON-NYCA | 34,251 | 22,312 | 5,217 | 8,453 | 15,892 | 4,406 | |
| BALANCING WHEELS | (7,030) | (10,503) | (1,091) | (4,467) | (3,433) | (13,537) | |
| BALANCING VIRTUAL | (12,462) | (17,790) | (30,192) | (32,214) | (26,384) | (27,297) | |



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

Close-Out Settlement – Market Supply Analysis

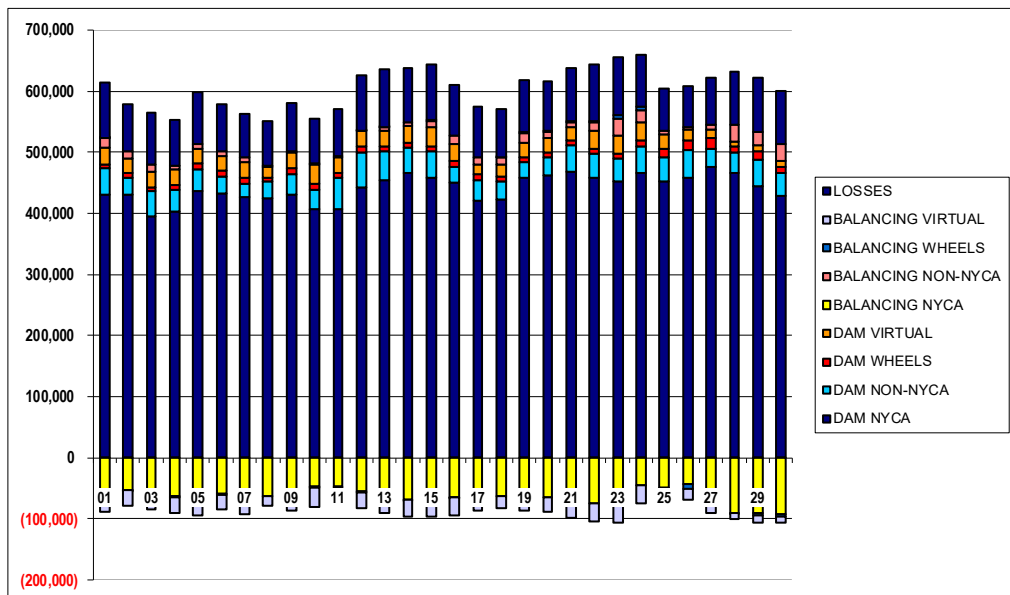
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | 1 | 2 | 3 | 4 |
| DAM NYCA | | | | 396,291 | 365,446 | 340,547 | 335,236 |
| DAM NON-NYCA | | | | 93,336 | 101,766 | 98,250 | 112,176 |
| DAM WHEELS | | | | 7,200 | 7,350 | 7,241 | 9,055 |
| DAM VIRTUAL | | | | 19,484 | 23,835 | 31,024 | 26,589 |
| BALANCING NYCA | | | | 10,216 | 18,933 | 6,555 | 4,473 |
| BALANCING NON-NYCA | | | | 18,344 | 7,205 | 27,519 | 4,460 |
| BALANCING WHEELS | | | | 300 | (75) | (41) | (3,103) |
| BALANCING VIRTUAL | | | | (19,484) | (23,835) | (31,024) | (26,589) |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| DAM NYCA | 365,960 | 350,061 | 346,956 | 344,592 | 354,744 | 326,831 | 351,165 |
| DAM NON-NYCA | 113,973 | 116,101 | 103,160 | 105,367 | 117,117 | 130,741 | 119,041 |
| DAM WHEELS | 10,037 | 9,833 | 10,400 | 7,440 | 9,872 | 8,695 | 7,805 |
| DAM VIRTUAL | 26,473 | 28,490 | 32,204 | 27,262 | 27,800 | 22,308 | 22,934 |
| BALANCING NYCA | 8,550 | 18,540 | 12,471 | 11,096 | 3,951 | 16,324 | 4,998 |
| BALANCING NON-NYCA | 7,985 | 1,492 | (238) | 3,027 | 9,244 | (6,609) | 11,536 |
| BALANCING WHEELS | (2,540) | (2,149) | (3,050) | 0 | (2,432) | (845) | 152 |
| BALANCING VIRTUAL | (26,473) | (28,490) | (32,204) | (27,262) | (27,800) | (22,308) | (22,934) |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| DAM NYCA | 385,755 | 392,286 | 413,501 | 415,896 | 383,055 | 352,115 | 334,166 |
| DAM NON-NYCA | 121,192 | 123,570 | 114,753 | 100,663 | 110,574 | 111,342 | 128,646 |
| DAM WHEELS | 9,583 | 7,895 | 8,050 | 7,280 | 10,135 | 8,800 | 7,455 |
| DAM VIRTUAL | 28,249 | 21,844 | 18,430 | 29,720 | 22,338 | 18,287 | 19,627 |
| BALANCING NYCA | 11,884 | 13,012 | (3,509) | (244) | (4,126) | (1,819) | 13,163 |
| BALANCING NON-NYCA | 16,503 | 8,078 | 8,001 | 25,000 | 18,024 | 18,327 | 4,529 |
| BALANCING WHEELS | (1,687) | 328 | (284) | 300 | (610) | (1,318) | 50 |
| BALANCING VIRTUAL | (28,249) | (21,844) | (18,430) | (29,720) | (22,338) | (18,287) | (19,627) |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| DAM NYCA | 362,568 | 361,656 | 403,355 | 387,679 | 407,543 | 445,427 | 427,905 |
| DAM NON-NYCA | 130,301 | 144,749 | 124,739 | 113,796 | 89,814 | 87,173 | 86,458 |
| DAM WHEELS | 7,930 | 9,111 | 7,935 | 7,799 | 8,125 | 10,968 | 12,980 |
| DAM VIRTUAL | 26,431 | 19,150 | 17,187 | 36,576 | 33,905 | 17,645 | 12,857 |
| BALANCING NYCA | 33,582 | 22,564 | (1,819) | 17,961 | 16,713 | 20,395 | (9,325) |
| BALANCING NON-NYCA | (5,031) | (10,435) | 3,237 | 13,145 | 20,230 | 14,030 | 14,823 |
| BALANCING WHEELS | 1,461 | 1,112 | 985 | 663 | 7,327 | 6,431 | (2,966) |
| BALANCING VIRTUAL | (26,431) | (19,150) | (17,187) | (36,576) | (33,905) | (17,645) | (12,857) |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| DAM NYCA | 450,315 | 409,317 | 382,386 | 369,741 | 354,808 | 325,805 | |
| DAM NON-NYCA | 69,385 | 103,824 | 107,864 | 108,870 | 103,806 | 99,276 | |
| DAM WHEELS | 15,370 | 18,285 | 8,341 | 12,006 | 10,633 | 18,309 | |
| DAM VIRTUAL | 12,462 | 17,790 | 30,192 | 32,214 | 26,384 | 27,297 | |
| BALANCING NYCA | (21,672) | (11,645) | 28,667 | 21,453 | 13,951 | 22,695 | |
| BALANCING NON-NYCA | 34,251 | 22,312 | 5,217 | 8,453 | 15,892 | 4,406 | |
| BALANCING WHEELS | (7,030) | (10,503) | (1,091) | (4,467) | (3,433) | (13,537) | |
| BALANCING VIRTUAL | (12,462) | (17,790) | (30,192) | (32,214) | (26,384) | (27,297) | |



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

4-Month Settlement Adjustment – Market Withdrawals Analysis

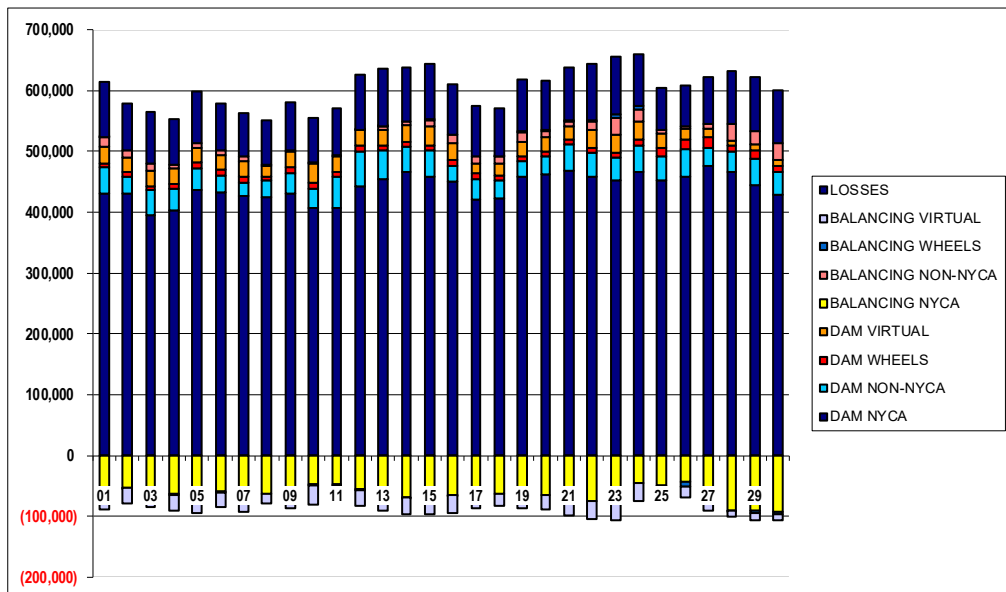
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | 1 | 2 | 3 | 4 |
| DAM NYCA | | | | 430,243 | 430,285 | 394,994 | 402,327 |
| DAM NON-NYCA | | | | 42,773 | 27,876 | 40,796 | 35,410 |
| DAM WHEELS | | | | 7,200 | 7,350 | 7,241 | 9,055 |
| DAM VIRTUAL | | | | 27,539 | 24,373 | 23,934 | 25,679 |
| BALANCING NYCA | | | | (60,260) | (53,133) | (60,316) | (61,789) |
| BALANCING NON-NYCA | | | | 15,875 | 12,037 | 12,656 | 5,992 |
| BALANCING WHEELS | | | | 300 | (75) | (41) | (3,103) |
| BALANCING VIRTUAL | | | | (27,539) | (24,373) | (23,934) | (25,679) |
| UFE/LOSSES | | | | 89,557 | 76,285 | 84,742 | 74,404 |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| DAM NYCA | 435,785 | 432,921 | 427,209 | 424,500 | 429,977 | 405,942 | 405,884 |
| DAM NON-NYCA | 35,327 | 27,975 | 20,681 | 26,724 | 34,926 | 32,975 | 52,288 |
| DAM WHEELS | 10,037 | 9,833 | 10,400 | 7,440 | 9,872 | 8,695 | 7,805 |
| DAM VIRTUAL | 24,271 | 23,733 | 25,884 | 16,745 | 25,177 | 31,606 | 26,544 |
| BALANCING NYCA | (66,606) | (58,807) | (63,130) | (61,640) | (59,432) | (46,982) | (46,893) |
| BALANCING NON-NYCA | 7,505 | 7,036 | 8,297 | 3,207 | 1,526 | 2,793 | (2,499) |
| BALANCING WHEELS | (2,540) | (2,149) | (3,050) | 0 | (2,432) | (845) | 152 |
| BALANCING VIRTUAL | (24,271) | (23,733) | (25,884) | (16,745) | (25,177) | (31,606) | (26,544) |
| UFE/LOSSES | 84,457 | 77,070 | 69,292 | 71,291 | 78,059 | 72,559 | 77,960 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| DAM NYCA | 442,864 | 454,245 | 465,230 | 457,860 | 450,002 | 421,004 | 422,577 |
| DAM NON-NYCA | 57,184 | 46,389 | 41,307 | 43,901 | 25,647 | 33,554 | 30,382 |
| DAM WHEELS | 9,583 | 7,895 | 8,050 | 7,280 | 10,135 | 8,800 | 7,455 |
| DAM VIRTUAL | 24,950 | 26,126 | 28,890 | 31,833 | 28,248 | 16,361 | 19,330 |
| BALANCING NYCA | (55,132) | (63,958) | (67,670) | (63,688) | (64,472) | (69,436) | (63,205) |
| BALANCING NON-NYCA | 421 | 5,752 | 6,171 | 10,684 | 12,494 | 11,005 | 11,685 |
| BALANCING WHEELS | (1,687) | 328 | (284) | 300 | (610) | (1,318) | 50 |
| BALANCING VIRTUAL | (24,950) | (26,126) | (28,890) | (31,833) | (28,248) | (16,361) | (19,330) |
| UFE/LOSSES | 89,997 | 94,519 | 87,708 | 92,558 | 83,857 | 83,837 | 79,066 |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| DAM NYCA | 457,488 | 461,395 | 467,258 | 457,900 | 451,810 | 465,581 | 452,224 |
| DAM NON-NYCA | 25,848 | 29,798 | 44,583 | 39,111 | 36,944 | 43,314 | 39,882 |
| DAM WHEELS | 7,930 | 9,111 | 7,935 | 7,799 | 8,125 | 10,968 | 12,980 |
| DAM VIRTUAL | 24,674 | 22,817 | 21,921 | 29,590 | 29,532 | 28,846 | 23,530 |
| BALANCING NYCA | (62,167) | (64,867) | (76,742) | (73,562) | (76,376) | (45,605) | (48,373) |
| BALANCING NON-NYCA | 16,029 | 10,316 | 7,173 | 14,864 | 27,515 | 20,004 | 6,738 |
| BALANCING WHEELS | 1,461 | 1,112 | 985 | 663 | 7,327 | 6,431 | (2,966) |
| BALANCING VIRTUAL | (24,674) | (22,817) | (21,921) | (29,590) | (29,532) | (28,846) | (23,530) |
| UFE/LOSSES | 84,222 | 81,892 | 87,240 | 94,268 | 94,408 | 83,731 | 69,390 |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| DAM NYCA | 457,489 | 476,043 | 465,517 | 444,919 | 429,083 | 402,009 | |
| DAM NON-NYCA | 46,274 | 29,494 | 34,516 | 43,609 | 36,332 | 28,552 | |
| DAM WHEELS | 15,370 | 18,285 | 8,341 | 12,006 | 10,633 | 18,309 | |
| DAM VIRTUAL | 18,104 | 13,931 | 9,184 | 11,190 | 10,100 | 13,291 | |
| BALANCING NYCA | (42,974) | (65,190) | (69,846) | (90,253) | (91,747) | (76,443) | |
| BALANCING NON-NYCA | 3,566 | 6,173 | 27,761 | 20,997 | 26,554 | 17,679 | |
| BALANCING WHEELS | (7,030) | (10,503) | (1,091) | (4,467) | (3,433) | (13,537) | |
| BALANCING VIRTUAL | (18,104) | (13,931) | (9,184) | (11,190) | (10,100) | (13,291) | |
| UFE/LOSSES | 67,924 | 77,288 | 86,185 | 89,246 | 88,235 | 80,386 | |



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

Close-Out Settlement – Market Withdrawals Analysis

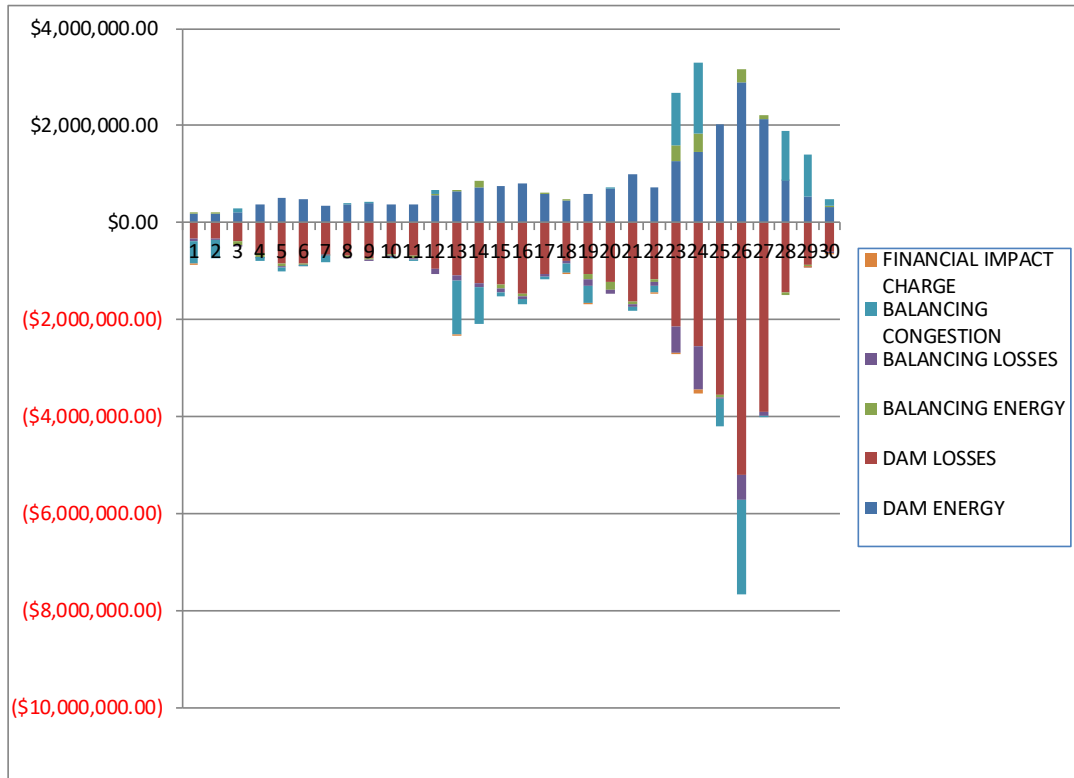
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | 1 | 2 | 3 | 4 |
| DAM NYCA | | | | 430,243 | 430,285 | 394,994 | 402,327 |
| DAM NON-NYCA | | | | 42,773 | 27,876 | 40,796 | 35,410 |
| DAM WHEELS | | | | 7,200 | 7,350 | 7,241 | 9,055 |
| DAM VIRTUAL | | | | 27,539 | 24,373 | 23,934 | 25,679 |
| BALANCING NYCA | | | | (60,260) | (53,133) | (60,316) | (61,789) |
| BALANCING NON-NYCA | | | | 15,875 | 12,037 | 12,656 | 5,992 |
| BALANCING WHEELS | | | | 300 | (75) | (41) | (3,103) |
| BALANCING VIRTUAL | | | | (27,539) | (24,373) | (23,934) | (25,679) |
| UFE/LOSSES | | | | 89,557 | 76,285 | 84,742 | 74,404 |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| DAM NYCA | 435,785 | 432,921 | 427,209 | 424,500 | 429,977 | 405,942 | 405,884 |
| DAM NON-NYCA | 35,327 | 27,975 | 20,681 | 26,724 | 34,926 | 32,975 | 52,288 |
| DAM WHEELS | 10,037 | 9,833 | 10,400 | 7,440 | 9,872 | 8,695 | 7,805 |
| DAM VIRTUAL | 24,271 | 23,733 | 25,884 | 16,745 | 25,177 | 31,606 | 26,544 |
| BALANCING NYCA | (66,606) | (58,807) | (63,130) | (61,640) | (59,432) | (46,982) | (46,893) |
| BALANCING NON-NYCA | 7,505 | 7,036 | 8,297 | 3,207 | 1,526 | 2,793 | (2,499) |
| BALANCING WHEELS | (2,540) | (2,149) | (3,050) | 0 | (2,432) | (845) | 152 |
| BALANCING VIRTUAL | (24,271) | (23,733) | (25,884) | (16,745) | (25,177) | (31,606) | (26,544) |
| UFE/LOSSES | 84,457 | 77,070 | 69,292 | 71,291 | 78,059 | 72,559 | 77,960 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| DAM NYCA | 442,864 | 454,245 | 465,230 | 457,860 | 450,002 | 421,004 | 422,577 |
| DAM NON-NYCA | 57,184 | 46,389 | 41,307 | 43,901 | 25,647 | 33,554 | 30,382 |
| DAM WHEELS | 9,583 | 7,895 | 8,050 | 7,280 | 10,135 | 8,800 | 7,455 |
| DAM VIRTUAL | 24,950 | 26,126 | 28,890 | 31,833 | 28,248 | 16,361 | 19,330 |
| BALANCING NYCA | (55,132) | (63,958) | (67,670) | (63,688) | (64,472) | (69,436) | (63,205) |
| BALANCING NON-NYCA | 421 | 5,752 | 6,171 | 10,684 | 12,494 | 11,005 | 11,685 |
| BALANCING WHEELS | (1,687) | 328 | (284) | 300 | (610) | (1,318) | 50 |
| BALANCING VIRTUAL | (24,950) | (26,126) | (28,890) | (31,833) | (28,248) | (16,361) | (19,330) |
| UFE/LOSSES | 89,997 | 94,519 | 87,708 | 92,558 | 83,857 | 83,837 | 79,066 |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| DAM NYCA | 457,488 | 461,395 | 467,258 | 457,900 | 451,810 | 465,581 | 452,224 |
| DAM NON-NYCA | 25,848 | 29,798 | 44,583 | 39,111 | 36,944 | 43,314 | 39,882 |
| DAM WHEELS | 7,930 | 9,111 | 7,935 | 7,799 | 8,125 | 10,968 | 12,980 |
| DAM VIRTUAL | 24,674 | 22,817 | 21,921 | 29,590 | 29,532 | 28,846 | 23,530 |
| BALANCING NYCA | (62,167) | (64,867) | (76,742) | (73,562) | (76,376) | (45,605) | (48,373) |
| BALANCING NON-NYCA | 16,029 | 10,316 | 7,173 | 14,864 | 27,515 | 20,004 | 6,738 |
| BALANCING WHEELS | 1,461 | 1,112 | 985 | 663 | 7,327 | 6,431 | (2,966) |
| BALANCING VIRTUAL | (24,674) | (22,817) | (21,921) | (29,590) | (29,532) | (28,846) | (23,530) |
| UFE/LOSSES | 84,222 | 81,892 | 87,240 | 94,268 | 94,408 | 83,731 | 69,390 |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| DAM NYCA | 457,489 | 476,043 | 465,517 | 444,919 | 429,083 | 402,009 | |
| DAM NON-NYCA | 46,274 | 29,494 | 34,516 | 43,609 | 36,332 | 28,552 | |
| DAM WHEELS | 15,370 | 18,285 | 8,341 | 12,006 | 10,633 | 18,309 | |
| DAM VIRTUAL | 18,104 | 13,931 | 9,184 | 11,190 | 10,100 | 13,291 | |
| BALANCING NYCA | (42,974) | (65,190) | (89,846) | (90,253) | (91,746) | (76,443) | |
| BALANCING NON-NYCA | 3,566 | 6,173 | 27,761 | 20,997 | 26,554 | 17,679 | |
| BALANCING WHEELS | (7,030) | (10,503) | (1,091) | (4,467) | (3,433) | (13,537) | |
| BALANCING VIRTUAL | (18,104) | (13,931) | (9,184) | (11,190) | (10,100) | (13,291) | |
| UFE/LOSSES | 67,924 | 77,288 | 86,185 | 89,246 | 88,235 | 80,386 | |



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

4-Month Settlement Adjustment – Market Residuals Analysis

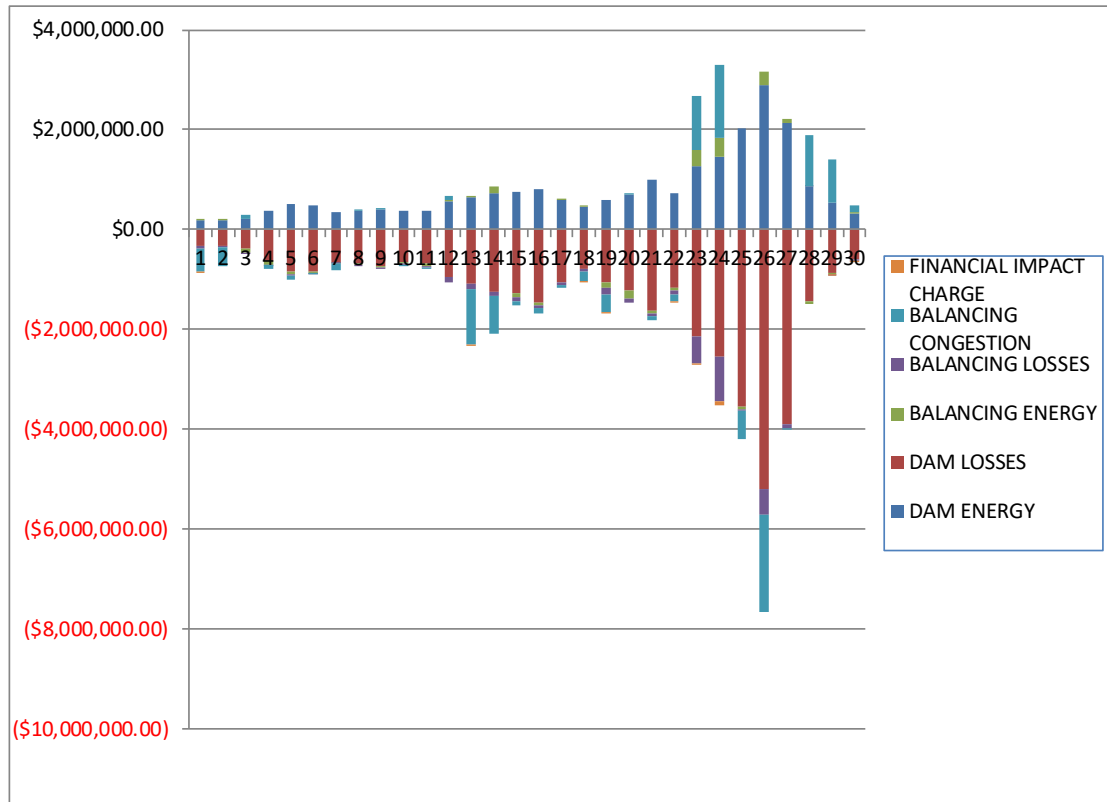
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | | | | 1 | 2 | 3 | 4 |
| DAM ENERGY | | | | \$186,906.88 | \$195,542.45 | \$222,064.39 | \$362,563.48 |
| DAM LOSSES | | | | (\$335,996.72) | (\$323,400.61) | (\$377,831.65) | (\$615,361.45) |
| BALANCING ENERGY | | | | \$24,365.18 | \$3,459.78 | (\$83,591.45) | (\$80,328.19) |
| BALANCING LOSSES | | | | (\$35,297.53) | (\$36,411.70) | (\$18,631.57) | (\$10,026.17) |
| BALANCING CONGESTION | | | | (\$480,328.38) | (\$364,523.96) | \$72,281.71 | (\$71,304.36) |
| FINANCIAL IMPACT CHARGE | | | | (\$70.34) | \$0.00 | \$0.00 | \$0.00 |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| DAM ENERGY | \$500,410.88 | \$477,918.70 | \$361,185.31 | \$373,992.07 | \$412,790.96 | \$379,794.21 | \$378,617.13 |
| DAM LOSSES | (\$853,937.73) | (\$849,797.86) | (\$660,050.48) | (\$691,254.36) | (\$736,763.56) | (\$645,877.27) | (\$685,197.76) |
| BALANCING ENERGY | (\$40,356.64) | (\$25,118.56) | (\$68.40) | (\$2,405.93) | (\$20,229.85) | (\$36,121.86) | (\$42,329.40) |
| BALANCING LOSSES | (\$15,083.35) | (\$838.26) | (\$20,924.84) | (\$28,635.84) | (\$16,245.26) | (\$15,544.29) | (\$22,268.07) |
| BALANCING CONGESTION | (\$82,502.18) | (\$12,958.89) | (\$129,675.19) | \$628.62 | \$11,480.32 | (\$19,974.34) | (\$10,708.78) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| DAM ENERGY | \$566,302.30 | \$643,710.20 | \$723,940.54 | \$753,386.05 | \$821,758.99 | \$594,821.00 | \$458,400.94 |
| DAM LOSSES | (\$938,392.36) | (\$1,087,666.77) | (\$1,238,623.24) | (\$1,286,206.01) | (\$1,470,839.88) | (\$1,058,498.43) | (\$792,720.83) |
| BALANCING ENERGY | \$21,480.69 | \$38,356.47 | \$133,136.27 | (\$62,639.86) | (\$59,363.43) | \$26,266.06 | \$6,379.14 |
| BALANCING LOSSES | (\$121,584.87) | (\$99,342.85) | (\$82,832.20) | (\$83,961.48) | (\$46,462.78) | (\$52,489.34) | (\$38,923.97) |
| BALANCING CONGESTION | \$82,707.67 | (\$1,108,645.67) | (\$773,829.88) | (\$82,914.63) | (\$110,691.21) | (\$53,160.92) | (\$194,461.95) |
| FINANCIAL IMPACT CHARGE | \$0.00 | (\$6,321.73) | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$252.77) |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| DAM ENERGY | \$603,899.25 | \$710,853.51 | \$996,773.30 | \$732,010.27 | \$1,270,645.76 | \$1,461,511.28 | \$2,037,302.06 |
| DAM LOSSES | (\$1,046,263.51) | (\$1,230,532.42) | (\$1,625,560.29) | (\$1,167,940.87) | (\$2,128,026.02) | (\$2,549,115.56) | (\$3,552,791.72) |
| BALANCING ENERGY | (\$125,418.33) | (\$144,914.96) | (\$55,876.29) | (\$61,055.64) | \$326,605.38 | \$369,271.95 | (\$59,391.41) |
| BALANCING LOSSES | (\$142,878.73) | (\$96,654.30) | (\$55,724.64) | (\$70,663.77) | (\$550,759.50) | (\$890,462.56) | (\$17,899.23) |
| BALANCING CONGESTION | (\$327,201.04) | \$3,503.53 | (\$82,164.87) | (\$125,654.54) | \$1,086,273.86 | \$1,458,410.73 | (\$575,166.46) |
| FINANCIAL IMPACT CHARGE | (\$241.13) | \$0.00 | \$0.00 | (\$16.05) | (\$48.56) | (\$75,532.15) | \$0.00 |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| DAM ENERGY | \$2,887,400.61 | \$2,144,997.52 | \$861,796.27 | \$538,015.74 | \$334,665.52 | \$235,635.16 | |
| DAM LOSSES | (\$5,204,481.38) | (\$3,892,697.51) | (\$1,442,709.02) | (\$877,243.34) | (\$593,633.09) | (\$418,253.19) | |
| BALANCING ENERGY | \$263,294.60 | \$71,725.16 | (\$46,261.81) | (\$9,575.44) | \$2,272.40 | (\$458.46) | |
| BALANCING LOSSES | (\$504,084.34) | (\$82,419.67) | \$6,771.26 | (\$871.25) | (\$18,252.66) | (\$28,632.57) | |
| BALANCING CONGESTION | (\$1,952,239.49) | (\$31,016.50) | \$1,033,775.32 | \$873,089.27 | \$145,130.98 | (\$11,896.88) | |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | (\$727.23) | (\$106.64) | (\$3.56) | |



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

Close-Out Settlement – Market Residuals Analysis

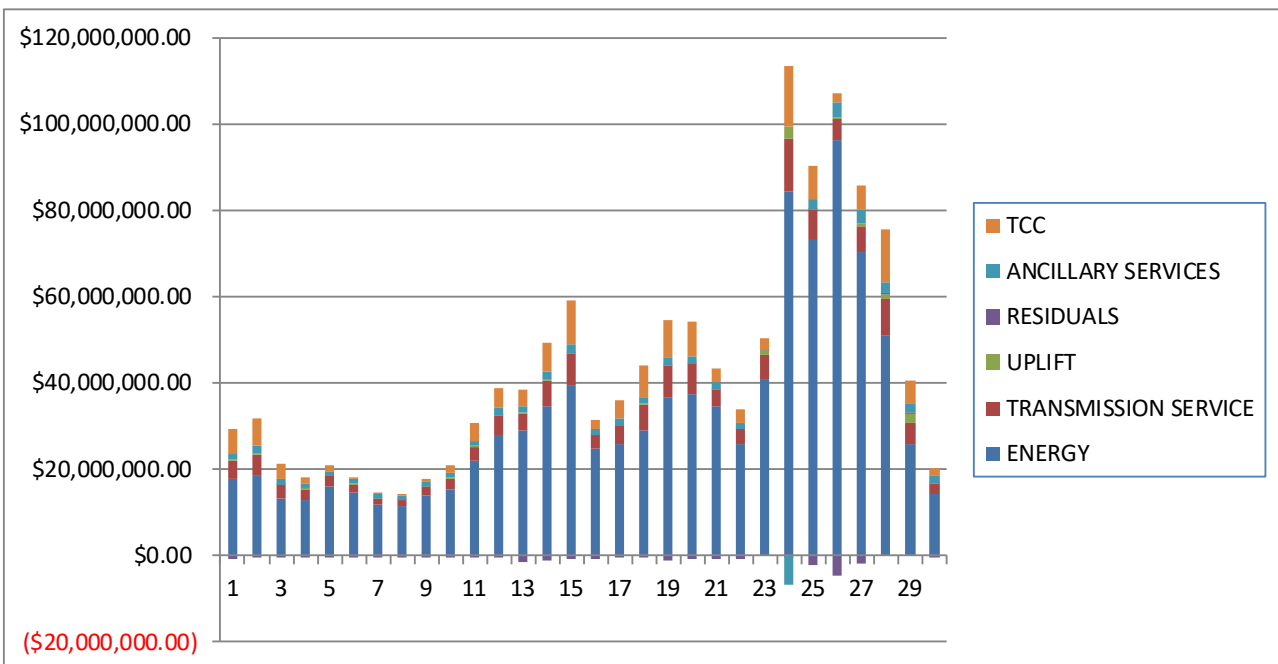
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | | | | 1 | 2 | 3 | 4 |
| DAM ENERGY | | | | \$186,906.88 | \$195,542.44 | \$222,064.40 | \$362,563.48 |
| DAM LOSSES | | | | (\$335,996.72) | (\$323,400.61) | (\$377,831.65) | (\$615,361.45) |
| BALANCING ENERGY | | | | \$24,365.18 | \$3,459.78 | (\$83,591.45) | (\$80,328.19) |
| BALANCING LOSSES | | | | (\$35,297.53) | (\$36,411.70) | (\$18,631.57) | (\$10,026.18) |
| BALANCING CONGESTION | | | | (\$480,328.38) | (\$364,523.96) | \$72,281.71 | (\$71,304.36) |
| FINACIAL IMPACT CHARGE | | | | (\$70.32) | \$0.00 | \$0.00 | \$0.00 |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| DAM ENERGY | \$500,410.87 | \$477,918.71 | \$361,185.31 | \$373,992.08 | \$412,790.97 | \$379,794.21 | \$378,617.13 |
| DAM LOSSES | (\$853,937.72) | (\$849,797.86) | (\$660,050.47) | (\$691,254.35) | (\$736,763.56) | (\$645,877.27) | (\$685,197.76) |
| BALANCING ENERGY | (\$40,356.64) | (\$25,118.56) | (\$68.41) | (\$2,405.93) | (\$20,229.85) | (\$36,121.86) | (\$42,325.41) |
| BALANCING LOSSES | (\$15,083.35) | (\$838.25) | (\$20,924.83) | (\$28,635.84) | (\$16,245.26) | (\$15,544.30) | (\$22,268.01) |
| BALANCING CONGESTION | (\$82,502.18) | (\$12,958.89) | (\$129,675.19) | \$628.61 | \$11,480.32 | (\$19,974.34) | (\$10,708.79) |
| FINACIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| DAM ENERGY | \$566,302.31 | \$643,710.19 | \$723,940.54 | \$753,386.05 | \$821,758.99 | \$594,821.00 | \$458,400.94 |
| DAM LOSSES | (\$938,392.36) | (\$1,087,666.76) | (\$1,238,623.23) | (\$1,286,206.02) | (\$1,470,839.88) | (\$1,058,498.43) | (\$792,720.83) |
| BALANCING ENERGY | \$21,480.70 | \$38,356.46 | \$133,136.27 | (\$62,639.86) | (\$59,363.43) | \$26,266.07 | \$6,379.13 |
| BALANCING LOSSES | (\$121,584.87) | (\$99,342.85) | (\$82,832.20) | (\$83,961.47) | (\$46,462.78) | (\$52,489.34) | (\$38,923.97) |
| BALANCING CONGESTION | \$82,707.67 | (\$1,108,645.67) | (\$773,829.88) | (\$82,914.63) | (\$110,691.21) | (\$53,160.91) | (\$194,461.95) |
| FINACIAL IMPACT CHARGE | \$0.00 | (\$6,321.73) | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$252.74) |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| DAM ENERGY | \$603,899.25 | \$710,853.51 | \$996,773.29 | \$732,010.27 | \$1,270,645.75 | \$1,461,511.27 | \$2,037,302.06 |
| DAM LOSSES | (\$1,046,263.50) | (\$1,230,532.41) | (\$1,625,560.29) | (\$1,167,940.88) | (\$2,128,026.02) | (\$2,549,115.56) | (\$3,552,791.72) |
| BALANCING ENERGY | (\$125,418.33) | (\$144,914.96) | (\$55,876.29) | (\$61,055.64) | \$326,605.38 | \$369,271.95 | (\$59,391.41) |
| BALANCING LOSSES | (\$142,878.73) | (\$96,654.30) | (\$55,724.65) | (\$70,663.77) | (\$550,759.50) | (\$890,462.55) | (\$17,899.23) |
| BALANCING CONGESTION | (\$327,201.04) | \$3,503.52 | (\$82,164.87) | (\$125,654.54) | \$1,086,273.86 | \$1,458,410.73 | (\$575,166.46) |
| FINACIAL IMPACT CHARGE | (\$241.15) | \$0.00 | \$0.00 | (\$16.05) | (\$48.60) | (\$75,532.11) | \$0.00 |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| DAM ENERGY | \$2,887,400.61 | \$2,144,997.52 | \$861,796.27 | \$538,015.74 | \$334,665.53 | \$235,635.16 | |
| DAM LOSSES | (\$5,204,481.38) | (\$3,892,697.51) | (\$1,442,709.02) | (\$877,243.34) | (\$593,633.09) | (\$418,253.19) | |
| BALANCING ENERGY | \$263,294.60 | \$71,725.16 | (\$46,261.81) | (\$9,575.45) | \$2,272.40 | (\$458.46) | |
| BALANCING LOSSES | (\$504,084.34) | (\$82,419.68) | \$6,771.26 | (\$871.25) | (\$18,252.66) | (\$28,632.56) | |
| BALANCING CONGESTION | (\$1,952,239.49) | (\$31,016.51) | \$1,033,775.31 | \$873,089.27 | \$145,130.99 | (\$11,896.89) | |
| FINACIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | (\$727.26) | (\$106.63) | (\$3.57) | |



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

4-Month Settlement Adjustment – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|------------------|------------------|------------------|-----------------|-----------------|------------------|------------------|
| | | | | 1 | 2 | 3 | 4 |
| ENERGY | | | | \$17,682,039.46 | \$18,479,603.78 | \$13,146,091.97 | \$13,042,253.17 |
| TRANSMISSION SERVICE | | | | \$4,465,663.96 | \$5,020,647.31 | \$3,344,544.17 | \$2,302,521.84 |
| UPLIFT | | | | \$176,099.63 | \$270,664.24 | \$35,487.92 | \$180,528.13 |
| RESIDUALS | | | | (\$640,420.91) | (\$525,334.04) | (\$185,708.57) | (\$414,456.69) |
| ANCILLARY SERVICES | | | | \$1,442,546.07 | \$1,561,905.00 | \$1,221,042.19 | \$1,135,041.46 |
| TCC | | | | \$5,546,121.59 | \$6,315,720.13 | \$3,709,516.71 | \$1,629,297.90 |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| ENERGY | \$15,999,335.38 | \$14,663,209.07 | \$11,783,966.51 | \$11,381,380.35 | \$14,043,688.17 | \$15,492,974.22 | \$21,884,032.29 |
| TRANSMISSION SERVICE | \$2,370,280.23 | \$1,816,871.71 | \$1,404,835.81 | \$1,391,734.11 | \$1,848,466.69 | \$2,340,803.63 | \$3,429,692.05 |
| UPLIFT | \$129,354.22 | \$160,701.12 | \$108,935.05 | \$93,815.17 | \$72,315.48 | \$195,953.52 | \$67,715.66 |
| RESIDUALS | (\$491,469.02) | (\$410,794.87) | (\$449,533.60) | (\$347,675.44) | (\$348,967.39) | (\$337,723.55) | (\$381,886.88) |
| ANCILLARY SERVICES | \$1,203,002.14 | \$1,158,584.35 | \$1,107,206.38 | \$1,082,268.38 | \$1,155,237.09 | \$1,172,971.54 | \$1,338,017.60 |
| TCC | \$1,410,250.37 | \$459,256.85 | \$76,632.40 | \$66,101.68 | \$597,276.40 | \$1,647,461.73 | \$4,008,347.99 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ENERGY | \$28,075,199.47 | \$29,026,124.28 | \$34,767,744.46 | \$39,397,119.80 | \$24,809,315.91 | \$25,982,961.89 | \$29,111,743.89 |
| TRANSMISSION SERVICE | \$4,292,995.54 | \$3,886,665.96 | \$5,713,970.66 | \$7,353,050.03 | \$3,109,789.17 | \$4,188,700.92 | \$5,849,800.58 |
| UPLIFT | \$254,781.73 | \$170,931.94 | \$542,115.27 | \$232,381.86 | \$150,320.76 | \$50,327.29 | \$320,966.21 |
| RESIDUALS | (\$389,486.57) | (\$1,619,910.35) | (\$1,238,208.51) | (\$762,335.93) | (\$865,598.31) | (\$543,061.63) | (\$561,579.44) |
| ANCILLARY SERVICES | \$1,456,080.97 | \$1,399,432.57 | \$1,748,222.10 | \$2,114,418.42 | \$1,443,313.08 | \$1,614,656.90 | \$1,502,074.83 |
| TCC | \$4,620,323.35 | \$3,912,535.93 | \$6,579,427.91 | \$9,987,652.31 | \$1,846,214.18 | \$4,269,608.19 | \$7,094,681.54 |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ENERGY | \$36,554,462.48 | \$37,448,788.44 | \$34,589,227.06 | \$25,777,067.99 | \$41,008,394.77 | \$84,362,544.44 | \$73,075,022.45 |
| TRANSMISSION SERVICE | \$7,377,993.68 | \$6,836,648.18 | \$3,750,651.08 | \$3,619,464.16 | \$5,509,605.13 | \$12,204,707.26 | \$6,927,784.02 |
| UPLIFT | \$106,778.46 | \$178,171.47 | \$44,994.50 | \$95,311.64 | \$1,022,196.68 | \$2,910,790.83 | \$33,202.74 |
| RESIDUALS | (\$1,038,103.49) | (\$757,744.64) | (\$822,552.79) | (\$693,320.60) | \$4,690.92 | (\$225,916.31) | (\$2,167,946.76) |
| ANCILLARY SERVICES | \$1,762,744.34 | \$1,758,062.65 | \$1,709,251.85 | \$1,414,671.37 | \$109,805.91 | (\$6,369,127.24) | \$2,681,847.18 |
| TCC | \$8,760,688.80 | \$7,810,920.67 | \$3,125,750.61 | \$2,953,688.37 | \$2,624,880.77 | \$13,778,433.53 | \$7,513,466.99 |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| ENERGY | \$96,066,718.13 | \$70,268,019.91 | \$50,876,235.05 | \$25,909,100.84 | \$14,215,632.23 | \$9,843,069.18 | |
| TRANSMISSION SERVICE | \$5,031,930.56 | \$6,150,794.54 | \$8,644,188.42 | \$4,721,272.13 | \$2,609,666.51 | \$2,118,145.19 | |
| UPLIFT | \$480,180.99 | \$679,864.18 | \$812,576.75 | \$2,193,855.83 | \$95,049.62 | \$4,687.70 | |
| RESIDUALS | (\$4,510,110.00) | (\$1,789,411.00) | \$413,372.02 | \$522,687.75 | (\$129,923.49) | (\$223,609.50) | |
| ANCILLARY SERVICES | \$3,340,970.00 | \$3,104,719.98 | \$2,466,797.03 | \$1,900,325.38 | \$1,462,810.42 | \$1,220,747.14 | |
| TCC | \$1,982,581.69 | \$5,328,378.65 | \$12,325,974.41 | \$5,266,687.14 | \$1,912,806.24 | \$1,361,448.21 | |



SETTLEMENTS REPORT
December 2022 Close-Out Settlement
September 8, 2023

Close-Out Settlement – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|------------------|------------------|------------------|-----------------|-----------------|------------------|------------------|
| | | | | 1 | 2 | 3 | 4 |
| ENERGY | | | | \$17,682,039.55 | \$18,479,603.91 | \$13,146,092.03 | \$13,042,253.13 |
| TRANSMISSION SERVICE | | | | \$4,465,663.97 | \$5,020,606.83 | \$3,344,381.42 | \$2,302,426.58 |
| UPLIFT | | | | \$176,099.63 | \$270,664.25 | \$35,487.93 | \$180,528.13 |
| RESIDUALS | | | | (\$640,420.89) | (\$525,334.05) | (\$185,708.56) | (\$414,456.70) |
| ANCILLARY SERVICES | | | | \$1,442,546.08 | \$1,561,884.22 | \$1,220,958.69 | \$1,134,992.58 |
| TCC | | | | \$5,546,121.59 | \$6,315,720.13 | \$3,709,516.71 | \$1,629,297.90 |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| ENERGY | \$15,999,335.11 | \$14,663,209.14 | \$11,783,966.43 | \$11,381,380.46 | \$14,043,688.65 | \$15,492,974.03 | \$21,884,032.11 |
| TRANSMISSION SERVICE | \$2,370,165.85 | \$1,816,795.33 | \$1,404,713.14 | \$1,391,611.10 | \$1,848,335.31 | \$2,340,669.27 | \$3,429,551.81 |
| UPLIFT | \$129,354.21 | \$160,701.12 | \$108,935.05 | \$93,815.17 | \$72,315.48 | \$195,953.53 | \$72,936.29 |
| RESIDUALS | (\$491,469.02) | (\$410,794.85) | (\$449,533.59) | (\$347,675.43) | (\$348,967.38) | (\$337,723.56) | (\$381,882.84) |
| ANCILLARY SERVICES | \$1,202,943.46 | \$1,158,545.17 | \$1,107,143.45 | \$1,082,205.27 | \$1,155,169.68 | \$1,172,902.62 | \$1,337,945.64 |
| TCC | \$1,410,250.37 | \$459,256.85 | \$76,632.40 | \$66,101.68 | \$597,276.40 | \$1,647,461.73 | \$4,008,347.99 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ENERGY | \$28,075,199.50 | \$29,026,124.42 | \$34,767,744.22 | \$39,397,119.59 | \$24,809,315.95 | \$25,982,961.58 | \$29,111,744.11 |
| TRANSMISSION SERVICE | \$4,292,871.40 | \$3,886,566.56 | \$5,713,775.54 | \$7,352,958.41 | \$3,109,690.32 | \$4,188,522.26 | \$5,849,593.27 |
| UPLIFT | \$254,781.75 | \$170,931.94 | \$542,115.26 | \$232,381.86 | \$150,320.75 | \$50,327.29 | \$320,966.21 |
| RESIDUALS | (\$389,486.55) | (\$1,619,910.36) | (\$1,238,208.50) | (\$762,335.93) | (\$865,598.31) | (\$543,061.61) | (\$561,579.42) |
| ANCILLARY SERVICES | \$1,456,017.28 | \$1,399,381.57 | \$1,748,121.97 | \$2,114,371.41 | \$1,443,262.38 | \$1,614,565.22 | \$1,501,968.47 |
| TCC | \$4,620,323.35 | \$3,912,535.93 | \$6,579,427.91 | \$9,987,652.31 | \$1,846,214.18 | \$4,269,608.19 | \$7,094,681.54 |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ENERGY | \$36,554,462.36 | \$37,448,788.34 | \$34,589,227.28 | \$25,777,067.91 | \$41,008,394.90 | \$84,362,544.37 | \$73,075,022.42 |
| TRANSMISSION SERVICE | \$7,377,674.33 | \$6,836,334.68 | \$3,750,321.32 | \$3,619,262.03 | \$5,509,452.32 | \$12,204,555.60 | \$6,927,632.42 |
| UPLIFT | \$106,778.46 | \$178,171.47 | \$44,994.52 | \$95,311.65 | \$1,022,196.67 | \$2,910,790.83 | \$33,202.76 |
| RESIDUALS | (\$1,038,103.50) | (\$757,744.64) | (\$822,552.81) | (\$693,320.61) | \$4,690.87 | (\$225,916.27) | (\$2,167,946.76) |
| ANCILLARY SERVICES | \$1,762,580.50 | \$1,757,901.80 | \$1,709,082.67 | \$1,414,567.67 | \$109,727.50 | (\$6,369,205.03) | \$2,681,769.40 |
| TCC | \$8,760,688.80 | \$7,810,920.67 | \$3,125,750.61 | \$2,953,688.37 | \$2,624,880.77 | \$13,778,433.53 | \$7,513,466.99 |
| | 26 | 27 | 28 | 29 | 30 | 31 | |
| ENERGY | \$96,066,718.23 | \$70,268,019.76 | \$50,876,234.97 | \$25,909,100.66 | \$14,215,632.15 | \$9,843,069.41 | |
| TRANSMISSION SERVICE | \$5,031,783.23 | \$6,150,649.40 | \$8,644,045.96 | \$4,721,134.40 | \$2,609,536.53 | \$2,118,017.27 | |
| UPLIFT | \$480,181.00 | \$679,864.17 | \$812,576.75 | \$2,193,855.83 | \$95,049.62 | \$4,687.71 | |
| RESIDUALS | (\$4,510,110.00) | (\$1,789,411.02) | \$413,372.01 | \$522,687.71 | (\$129,923.46) | (\$223,609.51) | |
| ANCILLARY SERVICES | \$3,340,894.42 | \$3,104,645.51 | \$2,466,723.97 | \$1,900,254.70 | \$1,462,743.74 | \$1,220,681.49 | |
| TCC | \$1,982,581.69 | \$5,328,378.65 | \$12,325,974.41 | \$5,266,687.14 | \$1,912,806.24 | \$1,361,448.21 | |

