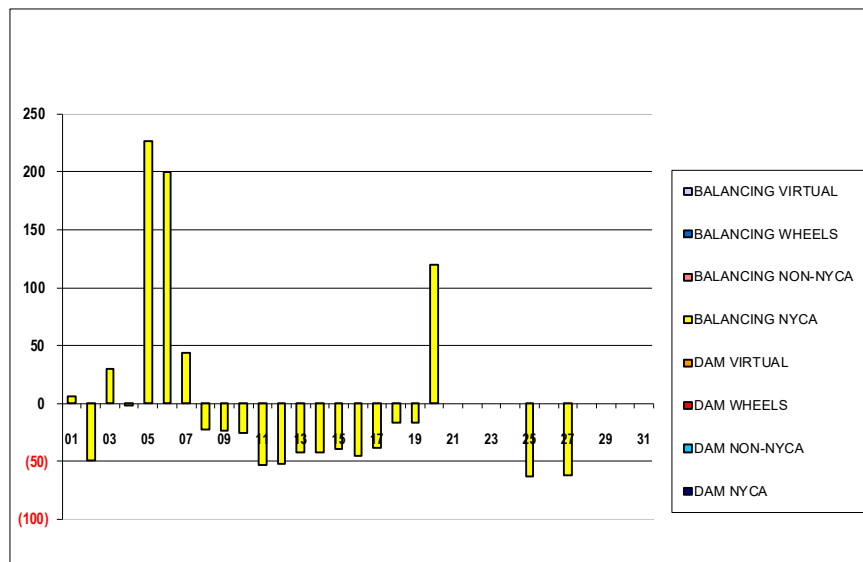


SETTLEMENTS REPORT
 January 2023 Settlement Adjustment
 February 7, 2023

Initial – Market Supply Delta Analysis

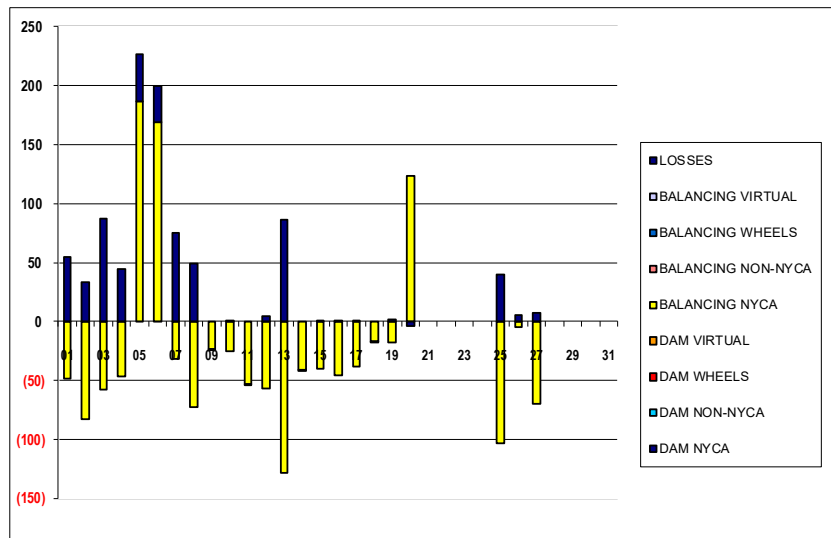
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| DAM NYCA | | | | | | | 1 |
| DAM NON-NYCA | | | | | | | 0 |
| DAM WHEELS | | | | | | | 0 |
| DAM VIRTUAL | | | | | | | 0 |
| BALANCING NYCA | | | | | | | 6 |
| BALANCING NON-NYCA | | | | | | | 0 |
| BALANCING WHEELS | | | | | | | 0 |
| BALANCING VIRTUAL | | | | | | | 0 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 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 | (50) | 30 | (2) | 226 | 200 | 44 | (23) |
| 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 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 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 | (23) | (25) | (53) | (53) | (42) | (42) | (40) |
| 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 |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 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 | (45) | (38) | (17) | (16) | 120 | 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 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 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 | (64) | 0 | (63) | 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 |
| | 30 | 31 | | | | | |
| 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 | | | | | |



SETTLEMENTS REPORT
 January 2023 Settlement Adjustment
 February 7, 2023

Initial – Market Withdrawals Delta Analysis

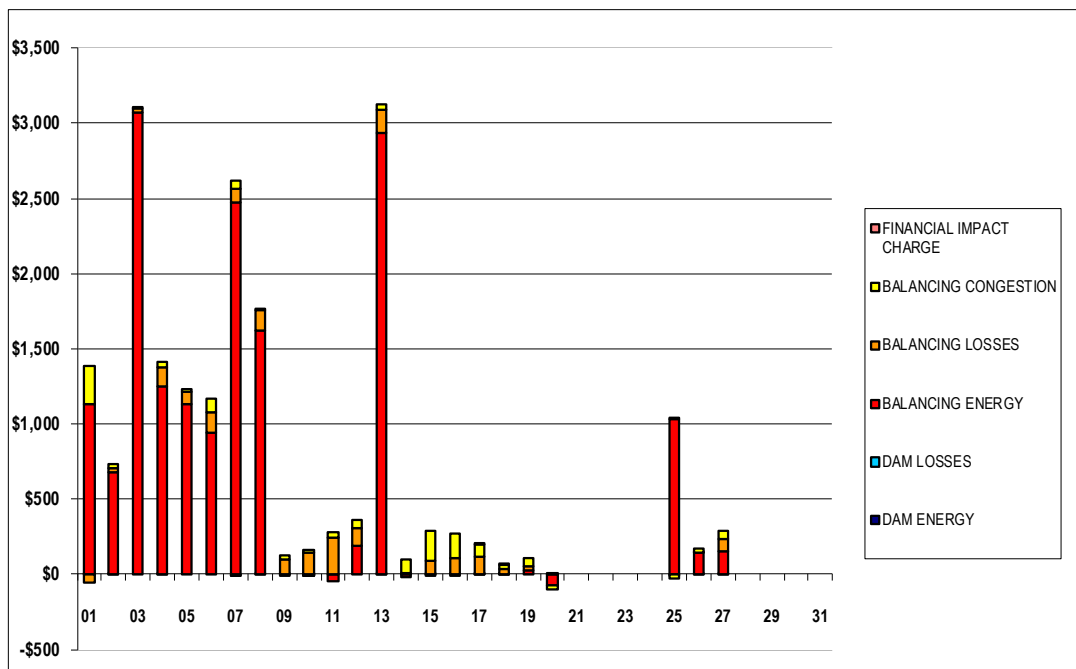
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
| DAM NYCA | | | | | | | 1 |
| DAM NON-NYCA | | | | | | | 0 |
| DAM WHEELS | | | | | | | 0 |
| DAM VIRTUAL | | | | | | | 0 |
| BALANCING NYCA | | | | | | | (49) |
| BALANCING NON-NYCA | | | | | | | 0 |
| BALANCING WHEELS | | | | | | | 0 |
| BALANCING VIRTUAL | | | | | | | 0 |
| UFE/LOSSES | | | | | | | 55 |
| DAM NYCA | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 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 | (83) | (58) | (47) | 186 | 169 | (32) | (72) |
| 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 | 33 | 87 | 45 | 40 | 31 | 76 | 49 |
| DAM NYCA | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 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 | (23) | (25) | (53) | (57) | (128) | (41) | (40) |
| 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) | 5 | 86 | (1) | 0 |
| DAM NYCA | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 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 | (45) | (38) | (17) | (18) | 123 | 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) | 2 | (3) | 0 | 0 |
| DAM NYCA | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 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 | (103) | (5) | (70) | 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 | 40 | 5 | 7 | 0 | 0 |
| DAM NYCA | 30 | 31 | | | | | |
| 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 | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Initial – Market Residuals Delta Analysis

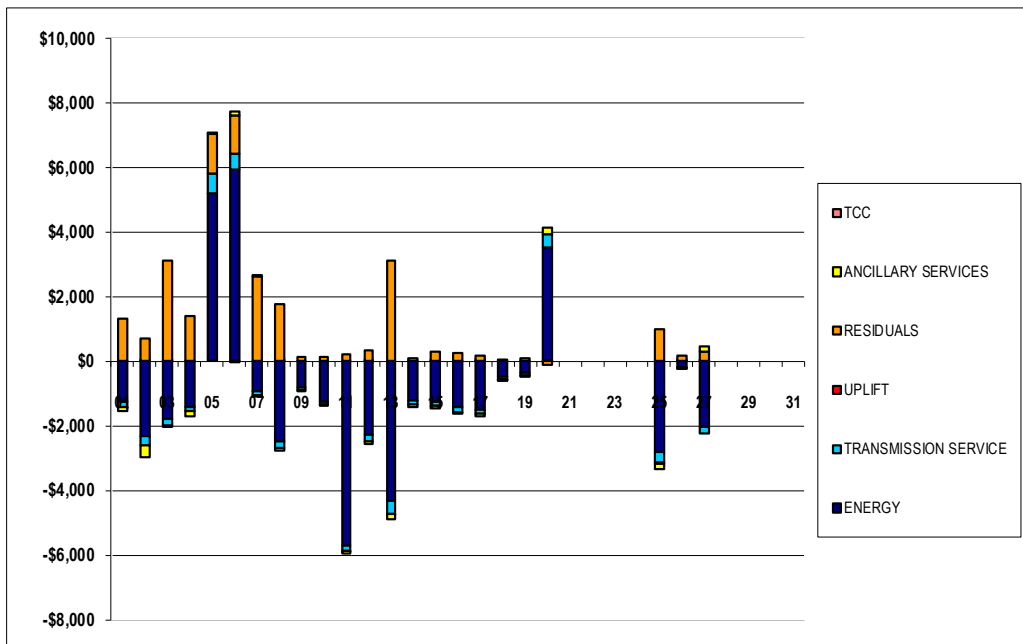
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------|------------|------------|------------|------------|------------|------------|
| | | | | | | | 1 |
| DAM ENERGY | | | | | | | \$0.01 |
| DAM LOSSES | | | | | | | \$0.00 |
| BALANCING ENERGY | | | | | | | \$1,128.77 |
| BALANCING LOSSES | | | | | | | (\$51.92) |
| BALANCING CONGESTION | | | | | | | \$257.69 |
| FINANCIAL IMPACT CHARGE | | | | | | | \$0.00 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DAM ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.01 |
| DAM LOSSES | \$0.01 | \$0.00 | \$0.01 | \$0.00 | \$0.00 | (\$0.01) | \$0.00 |
| BALANCING ENERGY | \$679.94 | \$3,067.95 | \$1,245.92 | \$1,136.49 | \$943.78 | \$2,475.44 | \$1,622.18 |
| BALANCING LOSSES | \$24.72 | \$35.35 | \$132.75 | \$80.35 | \$137.83 | \$93.66 | \$136.97 |
| BALANCING CONGESTION | \$29.29 | \$6.01 | \$36.49 | \$16.97 | \$83.57 | \$46.92 | \$0.60 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| DAM ENERGY | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| DAM LOSSES | (\$0.01) | (\$0.01) | \$0.00 | \$0.00 | \$0.01 | \$0.00 | (\$0.01) |
| BALANCING ENERGY | \$0.39 | \$1.93 | (\$47.31) | \$193.17 | \$2,937.95 | (\$15.13) | \$0.43 |
| BALANCING LOSSES | \$98.82 | \$141.76 | \$247.57 | \$115.02 | \$151.37 | \$12.01 | \$93.21 |
| BALANCING CONGESTION | \$25.75 | \$14.78 | \$32.52 | \$53.17 | \$37.10 | \$83.68 | \$196.50 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| DAM ENERGY | (\$0.01) | \$0.00 | \$0.01 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| DAM LOSSES | \$0.00 | \$0.01 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING ENERGY | \$1.41 | \$1.22 | \$0.24 | \$27.37 | (\$73.49) | \$0.00 | \$0.00 |
| BALANCING LOSSES | \$107.20 | \$113.48 | \$36.64 | \$27.20 | \$12.36 | \$0.00 | \$0.00 |
| BALANCING CONGESTION | \$163.40 | \$87.68 | \$29.35 | \$54.67 | (\$27.01) | \$0.00 | \$0.00 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.02 | \$0.01 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| DAM ENERGY | \$0.00 | \$0.00 | (\$0.01) | \$0.01 | \$0.00 | \$0.00 | \$0.00 |
| DAM LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.01 | \$0.00 | \$0.00 |
| BALANCING ENERGY | \$0.00 | \$0.00 | \$1,033.45 | \$140.54 | \$152.46 | \$0.00 | \$0.00 |
| BALANCING LOSSES | \$0.00 | \$0.00 | \$6.23 | \$7.89 | \$78.71 | \$0.00 | \$0.00 |
| BALANCING CONGESTION | \$0.00 | \$0.00 | (\$28.56) | \$24.74 | \$54.39 | \$0.00 | \$0.00 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 30 | 31 | | | | | |
| DAM ENERGY | \$0.00 | \$0.00 | | | | | |
| DAM LOSSES | \$0.00 | \$0.00 | | | | | |
| BALANCING ENERGY | \$0.00 | \$0.00 | | | | | |
| BALANCING LOSSES | \$0.00 | \$0.00 | | | | | |
| BALANCING CONGESTION | \$0.00 | \$0.00 | | | | | |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Initial – Market Costs Delta Analysis

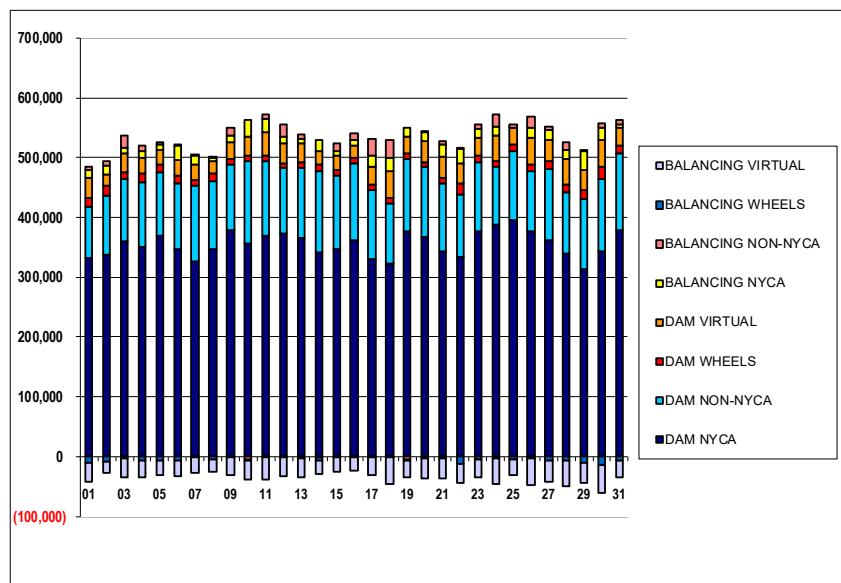
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | | | | | | 1 |
| ENERGY | | | | | | | (\$1,234.72) |
| TRANSMISSION SERVICE | | | | | | | (\$163.98) |
| UPLIFT | | | | | | | (\$0.02) |
| RESIDUALS | | | | | | | \$1,334.55 |
| ANCILLARY SERVICES | | | | | | | (\$135.93) |
| TCC | | | | | | | \$0.00 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ENERGY | (\$2,304.95) | (\$1,777.13) | (\$1,396.26) | \$5,229.17 | \$5,931.77 | (\$933.51) | (\$2,463.40) |
| TRANSMISSION SERVICE | (\$276.44) | (\$225.63) | (\$157.00) | \$579.95 | \$509.64 | (\$108.11) | (\$229.70) |
| UPLIFT | \$0.01 | \$0.01 | \$0.00 | \$0.00 | (\$0.01) | (\$0.01) | \$0.01 |
| RESIDUALS | \$733.96 | \$3,109.31 | \$1,415.17 | \$1,233.81 | \$1,165.18 | \$2,616.00 | \$1,759.76 |
| ANCILLARY SERVICES | (\$369.41) | (\$1.46) | (\$140.70) | \$62.27 | \$134.04 | \$14.73 | (\$56.42) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| ENERGY | (\$793.00) | (\$1,242.28) | (\$5,693.99) | (\$2,289.07) | (\$4,317.19) | (\$1,213.04) | (\$1,241.87) |
| TRANSMISSION SERVICE | (\$73.91) | (\$80.13) | (\$167.14) | (\$179.91) | (\$403.32) | (\$129.31) | (\$125.05) |
| UPLIFT | \$0.00 | \$0.00 | (\$0.07) | \$0.01 | (\$0.01) | \$0.00 | \$0.01 |
| RESIDUALS | \$124.95 | \$158.45 | \$232.78 | \$361.36 | \$3,126.43 | \$80.56 | \$290.13 |
| ANCILLARY SERVICES | (\$39.27) | (\$42.56) | (\$88.76) | (\$94.01) | (\$184.95) | (\$68.97) | (\$66.42) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ENERGY | (\$1,418.34) | (\$1,505.94) | (\$489.07) | (\$367.80) | \$3,554.12 | \$0.00 | \$0.00 |
| TRANSMISSION SERVICE | (\$142.55) | (\$120.29) | (\$52.23) | (\$56.38) | \$388.60 | \$0.00 | \$0.00 |
| UPLIFT | \$0.00 | \$0.01 | (\$0.01) | \$0.00 | (\$0.01) | \$0.00 | \$0.00 |
| RESIDUALS | \$272.00 | \$202.41 | \$66.25 | \$109.24 | (\$88.14) | \$0.00 | \$0.00 |
| ANCILLARY SERVICES | (\$75.74) | (\$63.90) | (\$27.75) | (\$29.39) | \$205.21 | \$0.00 | \$0.00 |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| ENERGY | \$0.00 | \$0.00 | (\$2,821.43) | (\$173.22) | (\$2,022.89) | \$0.00 | \$0.00 |
| TRANSMISSION SERVICE | \$0.00 | \$0.00 | (\$324.84) | (\$16.06) | (\$219.80) | \$0.00 | \$0.00 |
| UPLIFT | \$0.00 | \$0.00 | (\$3.88) | \$0.01 | \$0.01 | \$0.00 | \$0.00 |
| RESIDUALS | \$0.00 | \$0.00 | \$1,011.11 | \$173.18 | \$285.57 | \$0.00 | \$0.00 |
| ANCILLARY SERVICES | \$0.00 | \$0.00 | (\$172.55) | (\$6.81) | \$198.37 | \$0.00 | \$0.00 |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 30 | 31 | | | | | |
| ENERGY | \$0.00 | \$0.00 | | | | | |
| TRANSMISSION SERVICE | \$0.00 | \$0.00 | | | | | |
| UPLIFT | \$0.00 | \$0.00 | | | | | |
| RESIDUALS | \$0.00 | \$0.00 | | | | | |
| ANCILLARY SERVICES | \$0.00 | \$0.00 | | | | | |
| TCC | \$0.00 | \$0.00 | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Weekly Settlement – Market Supply Analysis

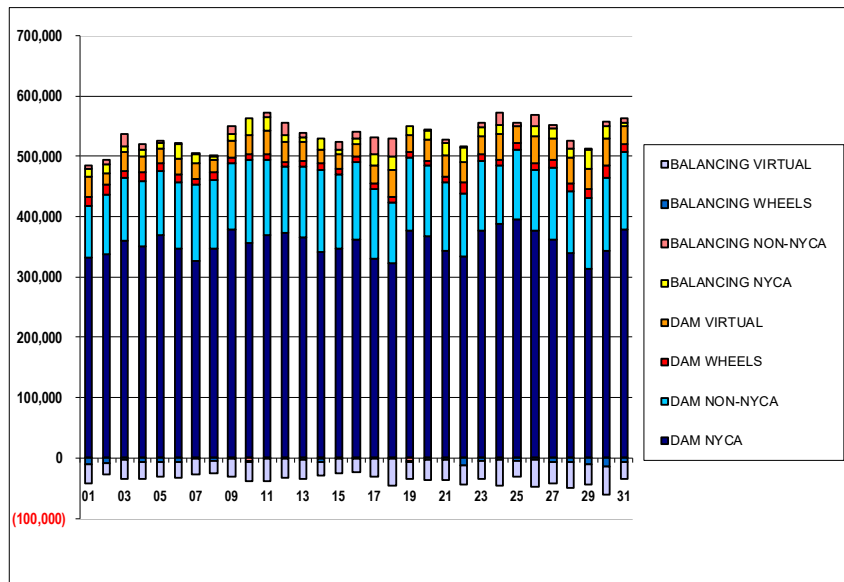
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | | | | 1 |
| DAM NYCA | | | | | | | 331,809 |
| DAM NON-NYCA | | | | | | | 85,920 |
| DAM WHEELS | | | | | | | 15,606 |
| DAM VIRTUAL | | | | | | | 32,369 |
| BALANCING NYCA | | | | | | | 13,330 |
| BALANCING NON-NYCA | | | | | | | 6,019 |
| BALANCING WHEELS | | | | | | | (10,402) |
| BALANCING VIRTUAL | | | | | | | (32,369) |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DAM NYCA | 337,565 | 360,234 | 351,427 | 369,139 | 347,327 | 327,232 | 346,842 |
| DAM NON-NYCA | 98,026 | 104,356 | 106,665 | 105,848 | 108,812 | 126,526 | 114,186 |
| DAM WHEELS | 17,229 | 11,798 | 15,066 | 12,793 | 13,427 | 7,900 | 11,918 |
| DAM VIRTUAL | 18,690 | 30,601 | 27,383 | 25,246 | 27,029 | 26,266 | 20,765 |
| BALANCING NYCA | 14,418 | 9,601 | 11,281 | 9,489 | 23,655 | 15,427 | 5,707 |
| BALANCING NON-NYCA | 7,806 | 20,813 | 8,436 | 3,406 | 2,512 | 938 | 2,232 |
| BALANCING WHEELS | (9,238) | (3,125) | (7,326) | (6,139) | (6,036) | (690) | (4,468) |
| BALANCING VIRTUAL | (18,690) | (30,601) | (27,383) | (25,246) | (27,029) | (26,266) | (20,765) |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| DAM NYCA | 379,112 | 356,191 | 368,830 | 372,277 | 366,614 | 341,304 | 346,709 |
| DAM NON-NYCA | 109,562 | 137,708 | 125,773 | 110,329 | 117,009 | 135,356 | 123,664 |
| DAM WHEELS | 8,648 | 9,806 | 9,704 | 8,161 | 9,193 | 11,793 | 9,461 |
| DAM VIRTUAL | 28,461 | 32,294 | 37,597 | 33,201 | 31,744 | 23,266 | 23,651 |
| BALANCING NYCA | 11,469 | 27,622 | 23,040 | 11,149 | 6,971 | 17,880 | 7,908 |
| BALANCING NON-NYCA | 12,901 | (5,490) | 6,703 | 21,345 | 7,630 | (1,376) | 13,064 |
| BALANCING WHEELS | (1,587) | (1,266) | (714) | (361) | (2,165) | (4,518) | (1,761) |
| BALANCING VIRTUAL | (28,461) | (32,294) | (37,597) | (33,201) | (31,744) | (23,266) | (23,651) |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| DAM NYCA | 361,212 | 330,504 | 323,209 | 376,981 | 367,987 | 343,141 | 333,968 |
| DAM NON-NYCA | 129,463 | 114,777 | 100,391 | 121,031 | 115,975 | 114,495 | 104,924 |
| DAM WHEELS | 9,016 | 9,479 | 9,404 | 8,305 | 8,555 | 8,610 | 18,713 |
| DAM VIRTUAL | 20,806 | 30,480 | 44,413 | 29,167 | 34,400 | 34,907 | 32,525 |
| BALANCING NYCA | 9,112 | 18,311 | 23,119 | 13,662 | 14,957 | 20,740 | 23,683 |
| BALANCING NON-NYCA | 11,627 | 27,182 | 29,115 | (4,921) | 1,068 | 5,275 | 2,271 |
| BALANCING WHEELS | (1,741) | (1,311) | (1,334) | (1,105) | (2,035) | (2,151) | (11,513) |
| BALANCING VIRTUAL | (20,806) | (30,480) | (44,413) | (29,167) | (34,400) | (34,907) | (32,525) |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| DAM NYCA | 377,454 | 388,532 | 395,681 | 377,000 | 362,450 | 338,740 | 313,440 |
| DAM NON-NYCA | 114,337 | 96,012 | 115,185 | 101,363 | 118,284 | 104,242 | 116,540 |
| DAM WHEELS | 11,297 | 10,033 | 11,648 | 10,068 | 13,521 | 12,944 | 15,965 |
| DAM VIRTUAL | 31,079 | 42,904 | 26,871 | 45,060 | 35,051 | 41,279 | 34,084 |
| BALANCING NYCA | 14,447 | 13,783 | 1,040 | 16,670 | 16,231 | 15,663 | 31,141 |
| BALANCING NON-NYCA | 7,655 | 21,483 | 5,913 | 19,410 | 6,994 | 13,007 | 745 |
| BALANCING WHEELS | (4,097) | (2,511) | (4,448) | (3,281) | (6,321) | (7,493) | (10,468) |
| BALANCING VIRTUAL | (31,079) | (42,904) | (26,871) | (45,060) | (35,051) | (41,279) | (34,084) |
| | 30 | 31 | | | | | |
| DAM NYCA | 343,261 | 379,577 | | | | | |
| DAM NON-NYCA | 121,214 | 128,399 | | | | | |
| DAM WHEELS | 20,379 | 13,192 | | | | | |
| DAM VIRTUAL | 45,361 | 29,376 | | | | | |
| BALANCING NYCA | 19,304 | 4,397 | | | | | |
| BALANCING NON-NYCA | 7,640 | 7,480 | | | | | |
| BALANCING WHEELS | (14,835) | (5,977) | | | | | |
| BALANCING VIRTUAL | (45,361) | (29,376) | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Initial Settlement Adjustment – Market Supply Analysis

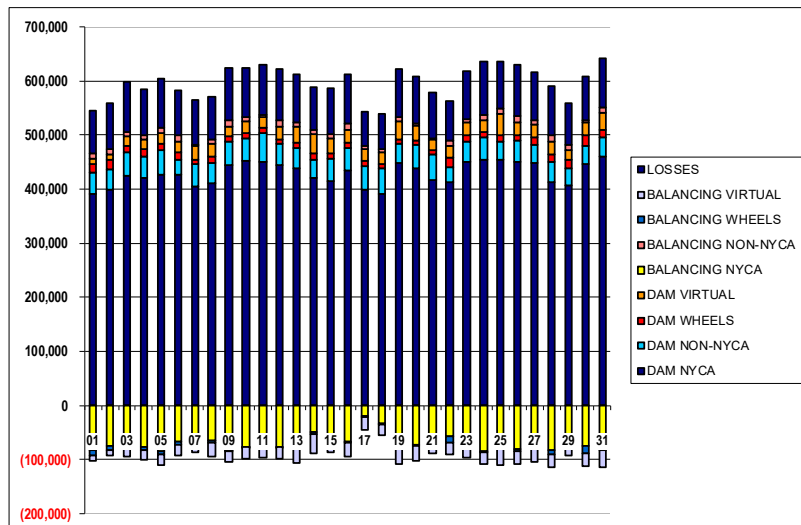
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| DAM NYCA | | | | | | | 1 |
| DAM NON-NYCA | | | | | | | 331,809 |
| DAM WHEELS | | | | | | | 85,920 |
| DAM VIRTUAL | | | | | | | 15,806 |
| BALANCING NYCA | | | | | | | 32,369 |
| BALANCING NON-NYCA | | | | | | | 13,336 |
| BALANCING WHEELS | | | | | | | 6,019 |
| BALANCING VIRTUAL | | | | | | | (10,402) |
| | | | | | | | (32,369) |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DAM NYCA | 337,665 | 360,234 | 351,427 | 369,139 | 347,327 | 327,232 | 346,842 |
| DAM NON-NYCA | 98,026 | 104,356 | 106,665 | 105,848 | 108,812 | 126,526 | 114,186 |
| DAM WHEELS | 17,229 | 11,798 | 15,066 | 12,793 | 13,427 | 7,900 | 11,918 |
| DAM VIRTUAL | 18,690 | 30,601 | 27,383 | 25,246 | 27,029 | 26,266 | 20,765 |
| BALANCING NYCA | 14,368 | 9,631 | 11,279 | 9,716 | 23,854 | 15,470 | 5,684 |
| BALANCING NON-NYCA | 7,806 | 20,813 | 8,436 | 3,406 | 2,512 | 938 | 2,232 |
| BALANCING WHEELS | (9,238) | (3,125) | (7,326) | (6,139) | (6,036) | (690) | (4,468) |
| BALANCING VIRTUAL | (18,690) | (30,601) | (27,383) | (25,246) | (27,029) | (26,266) | (20,765) |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| DAM NYCA | 379,112 | 356,191 | 368,830 | 372,277 | 366,614 | 341,304 | 346,709 |
| DAM NON-NYCA | 109,562 | 137,708 | 125,773 | 110,329 | 117,009 | 135,356 | 123,664 |
| DAM WHEELS | 8,648 | 9,806 | 9,704 | 8,161 | 9,193 | 11,793 | 9,461 |
| DAM VIRTUAL | 28,461 | 32,294 | 37,597 | 33,201 | 31,744 | 23,266 | 23,651 |
| BALANCING NYCA | 11,446 | 27,597 | 22,987 | 11,096 | 6,929 | 17,838 | 7,869 |
| BALANCING NON-NYCA | 12,901 | (5,490) | 6,703 | 21,345 | 7,630 | (1,376) | 13,064 |
| BALANCING WHEELS | (1,587) | (1,256) | (714) | (361) | (2,165) | (4,518) | (1,761) |
| BALANCING VIRTUAL | (28,461) | (32,294) | (37,597) | (33,201) | (31,744) | (23,266) | (23,651) |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| DAM NYCA | 361,212 | 330,504 | 323,209 | 376,981 | 367,987 | 343,141 | 333,968 |
| DAM NON-NYCA | 129,463 | 114,777 | 100,391 | 121,031 | 115,975 | 114,495 | 104,924 |
| DAM WHEELS | 9,016 | 9,479 | 9,404 | 8,305 | 8,555 | 8,610 | 18,713 |
| DAM VIRTUAL | 20,806 | 30,480 | 44,413 | 29,167 | 34,400 | 34,907 | 32,525 |
| BALANCING NYCA | 9,067 | 18,273 | 23,102 | 13,646 | 15,077 | 20,740 | 23,683 |
| BALANCING NON-NYCA | 11,627 | 27,182 | 29,115 | (4,921) | 1,068 | 5,275 | 2,271 |
| BALANCING WHEELS | (1,741) | (1,311) | (1,334) | (1,105) | (2,035) | (2,151) | (11,513) |
| BALANCING VIRTUAL | (20,806) | (30,480) | (44,413) | (29,167) | (34,400) | (34,907) | (32,525) |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| DAM NYCA | 377,454 | 388,532 | 395,681 | 377,000 | 362,450 | 338,740 | 313,440 |
| DAM NON-NYCA | 114,337 | 96,012 | 115,185 | 101,363 | 118,284 | 104,242 | 116,540 |
| DAM WHEELS | 11,297 | 10,033 | 11,648 | 10,068 | 13,521 | 12,944 | 15,965 |
| DAM VIRTUAL | 31,079 | 42,904 | 26,871 | 45,060 | 35,051 | 41,279 | 34,084 |
| BALANCING NYCA | 14,447 | 13,783 | 977 | 16,670 | 16,168 | 15,663 | 31,141 |
| BALANCING NON-NYCA | 7,655 | 21,483 | 5,913 | 19,410 | 6,994 | 13,007 | 745 |
| BALANCING WHEELS | (4,097) | (2,511) | (4,448) | (3,281) | (6,321) | (7,493) | (10,468) |
| BALANCING VIRTUAL | (31,079) | (42,904) | (26,871) | (45,060) | (35,051) | (41,279) | (34,084) |
| | 30 | 31 | | | | | |
| DAM NYCA | 343,261 | 379,577 | | | | | |
| DAM NON-NYCA | 121,214 | 128,399 | | | | | |
| DAM WHEELS | 20,379 | 13,192 | | | | | |
| DAM VIRTUAL | 45,361 | 29,376 | | | | | |
| BALANCING NYCA | 19,304 | 4,397 | | | | | |
| BALANCING NON-NYCA | 7,640 | 7,480 | | | | | |
| BALANCING WHEELS | (14,835) | (5,977) | | | | | |
| BALANCING VIRTUAL | (45,361) | (29,376) | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Weekly Settlement – Market Withdrawals Analysis

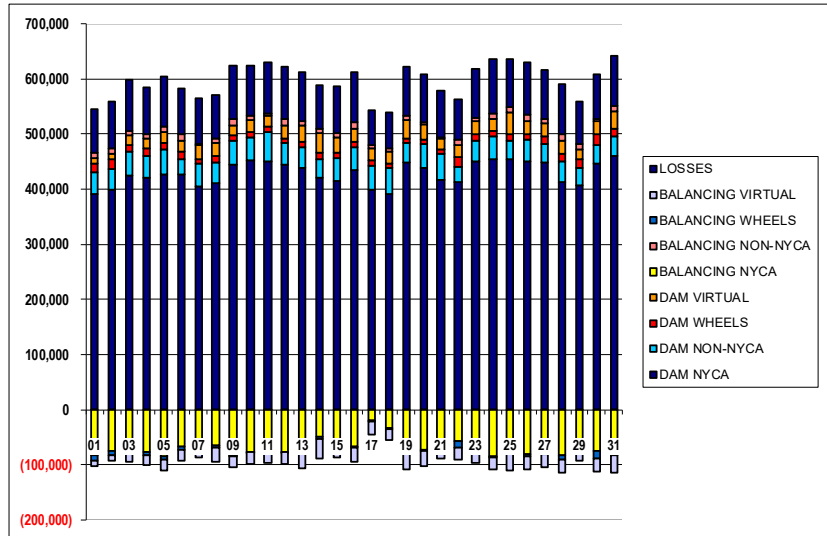
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| DAM NYCA | | | | | | | 1 |
| DAM NON-NYCA | | | | | | | 391,893 |
| DAM WHEELS | | | | | | | 39,140 |
| DAM VIRTUAL | | | | | | | 15,606 |
| BALANCING NYCA | | | | | | | 10,293 |
| BALANCING NON-NYCA | | | | | | | (82,056) |
| BALANCING WHEELS | | | | | | | 9,940 |
| BALANCING VIRTUAL | | | | | | | (10,402) |
| UFE/LOSSES | | | | | | | (10,293) |
| | | | | | | | 78,160 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DAM NYCA | 399,731 | 424,329 | 420,185 | 426,705 | 426,103 | 405,167 | 411,387 |
| DAM NON-NYCA | 36,723 | 43,944 | 38,880 | 44,418 | 27,891 | 41,760 | 36,687 |
| DAM WHEELS | 17,229 | 11,798 | 15,066 | 12,793 | 13,427 | 7,900 | 11,918 |
| DAM VIRTUAL | 9,335 | 17,358 | 16,533 | 19,862 | 19,368 | 24,014 | 24,566 |
| BALANCING NYCA | (73,564) | (73,627) | (75,603) | (83,876) | (67,087) | (62,021) | (64,960) |
| BALANCING NON-NYCA | 11,204 | 8,537 | 8,123 | 9,600 | 12,302 | 2,795 | 6,520 |
| BALANCING WHEELS | (9,238) | (3,125) | (7,326) | (6,139) | (6,036) | (6,900) | (4,468) |
| BALANCING VIRTUAL | (9,335) | (17,358) | (16,533) | (19,862) | (19,368) | (24,014) | (24,566) |
| UFE/LOSSES | 83,721 | 91,822 | 86,224 | 91,035 | 83,097 | 82,420 | 79,332 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| DAM NYCA | 444,972 | 452,018 | 450,217 | 443,783 | 438,102 | 421,451 | 415,511 |
| DAM NON-NYCA | 42,995 | 41,995 | 52,920 | 40,309 | 38,426 | 33,050 | 40,642 |
| DAM WHEELS | 8,648 | 9,806 | 9,704 | 8,161 | 9,193 | 11,793 | 9,461 |
| DAM VIRTUAL | 19,434 | 21,945 | 19,329 | 22,097 | 28,812 | 35,454 | 28,117 |
| BALANCING NYCA | (83,112) | (75,797) | (76,267) | (76,128) | (75,450) | (47,998) | (57,082) |
| BALANCING NON-NYCA | 10,202 | 6,764 | 4,228 | 13,061 | 9,277 | 8,125 | 6,974 |
| BALANCING WHEELS | (1,587) | (1,256) | (714) | (361) | (2,165) | (4,518) | (1,761) |
| BALANCING VIRTUAL | (19,434) | (21,945) | (19,329) | (22,097) | (28,812) | (35,454) | (28,117) |
| UFE/LOSSES | 97,987 | 91,051 | 93,249 | 94,075 | 87,868 | 78,536 | 85,299 |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| DAM NYCA | 434,004 | 398,404 | 390,805 | 448,241 | 438,905 | 416,743 | 413,228 |
| DAM NON-NYCA | 41,923 | 43,801 | 46,863 | 35,394 | 42,071 | 46,516 | 26,810 |
| DAM WHEELS | 9,016 | 9,479 | 9,404 | 8,305 | 8,555 | 8,610 | 18,713 |
| DAM VIRTUAL | 24,980 | 22,964 | 20,814 | 32,598 | 27,376 | 19,460 | 21,724 |
| BALANCING NYCA | (66,610) | (20,106) | (33,149) | (74,448) | (72,934) | (66,641) | (57,313) |
| BALANCING NON-NYCA | 10,983 | 5,417 | 5,717 | 8,185 | 3,972 | 1,323 | 8,571 |
| BALANCING WHEELS | (1,741) | (1,311) | (1,334) | (1,105) | (2,035) | (2,151) | (11,513) |
| BALANCING VIRTUAL | (24,980) | (22,964) | (20,814) | (32,598) | (27,376) | (19,460) | (21,724) |
| UFE/LOSSES | 91,113 | 63,258 | 65,598 | 89,382 | 87,972 | 85,711 | 73,550 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| DAM NYCA | 450,693 | 454,541 | 453,718 | 449,525 | 448,695 | 411,960 | 405,897 |
| DAM NON-NYCA | 37,347 | 41,292 | 33,436 | 39,724 | 32,491 | 38,381 | 31,570 |
| DAM WHEELS | 11,297 | 10,033 | 11,648 | 10,068 | 13,521 | 12,944 | 15,965 |
| DAM VIRTUAL | 24,108 | 20,750 | 39,433 | 24,009 | 24,454 | 24,321 | 18,271 |
| BALANCING NYCA | (68,688) | (84,286) | (66,703) | (80,547) | (73,754) | (81,758) | (63,002) |
| BALANCING NON-NYCA | 6,278 | 10,827 | 9,718 | 11,271 | 8,797 | 12,776 | 9,604 |
| BALANCING WHEELS | (4,097) | (2,511) | (4,448) | (3,281) | (6,321) | (7,493) | (10,468) |
| BALANCING VIRTUAL | (24,108) | (20,750) | (39,433) | (24,009) | (24,454) | (24,321) | (18,271) |
| UFE/LOSSES | 88,262 | 97,436 | 87,650 | 94,470 | 87,730 | 90,293 | 77,797 |
| | 30 | 31 | | | | | |
| DAM NYCA | 445,557 | 459,524 | | | | | |
| DAM NON-NYCA | 33,484 | 35,873 | | | | | |
| DAM WHEELS | 20,379 | 13,192 | | | | | |
| DAM VIRTUAL | 22,818 | 32,201 | | | | | |
| BALANCING NYCA | (73,684) | (75,545) | | | | | |
| BALANCING NON-NYCA | 4,799 | 9,409 | | | | | |
| BALANCING WHEELS | (14,835) | (5,977) | | | | | |
| BALANCING VIRTUAL | (22,818) | (32,201) | | | | | |
| UFE/LOSSES | 81,263 | 90,592 | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Initial Settlement Adjustment – Market Withdrawals Analysis

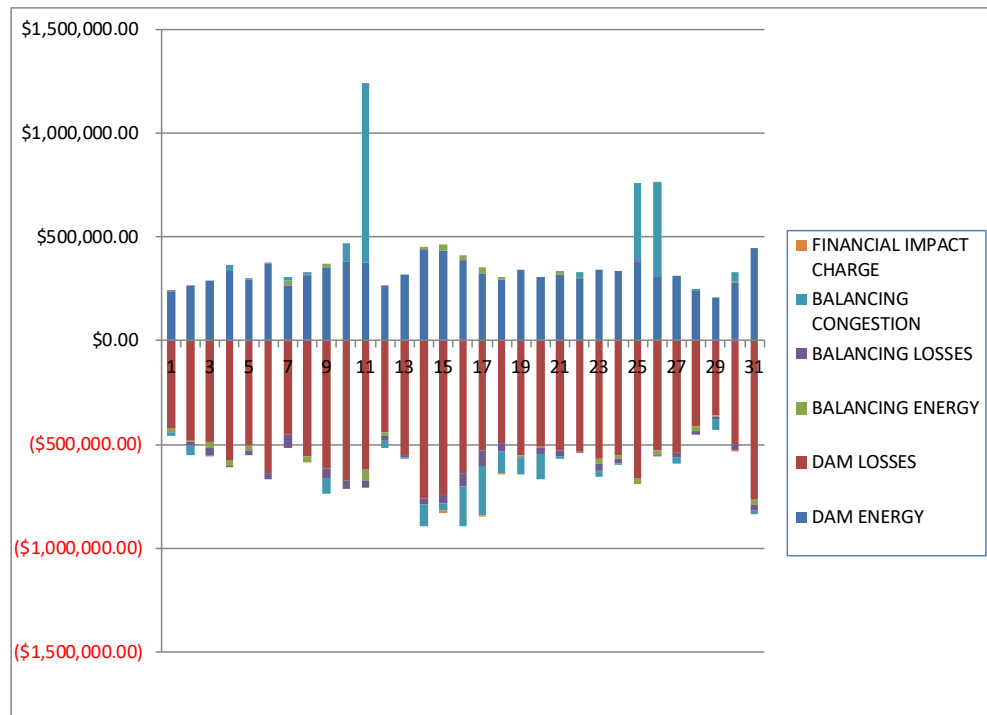
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | | | | | 1 |
| DAM NYCA | | | | | | | 391,893 |
| DAM NON-NYCA | | | | | | | 39,140 |
| DAM WHEELS | | | | | | | 15,606 |
| DAM VIRTUAL | | | | | | | 10,293 |
| BALANCING NYCA | | | | | | | (82,104) |
| BALANCING NON-NYCA | | | | | | | 9,940 |
| BALANCING WHEELS | | | | | | | (10,402) |
| BALANCING VIRTUAL | | | | | | | (10,293) |
| UFELOSSES | | | | | | | 78,215 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DAM NYCA | 399,731 | 424,329 | 420,185 | 426,705 | 426,103 | 405,167 | 411,387 |
| DAM NON-NYCA | 36,723 | 43,944 | 38,880 | 44,418 | 27,891 | 41,760 | 36,687 |
| DAM WHEELS | 17,229 | 11,798 | 15,066 | 12,793 | 13,427 | 7,900 | 11,918 |
| DAM VIRTUAL | 9,335 | 17,358 | 16,533 | 19,862 | 19,368 | 24,014 | 24,566 |
| BALANCING NYCA | (73,647) | (73,685) | (75,650) | (83,689) | (66,918) | (62,053) | (65,032) |
| BALANCING NON-NYCA | 11,204 | 8,537 | 8,123 | 9,600 | 12,302 | 2,796 | 6,520 |
| BALANCING WHEELS | (9,238) | (3,125) | (7,326) | (6,139) | (6,036) | (690) | (4,468) |
| BALANCING VIRTUAL | (9,335) | (17,358) | (16,533) | (19,862) | (19,368) | (24,014) | (24,566) |
| UFELOSSES | 83,754 | 91,910 | 86,269 | 91,075 | 83,128 | 82,495 | 79,382 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| DAM NYCA | 444,972 | 452,018 | 450,217 | 443,783 | 438,102 | 421,451 | 415,511 |
| DAM NON-NYCA | 42,995 | 41,995 | 52,920 | 40,309 | 38,426 | 33,050 | 40,642 |
| DAM WHEELS | 8,648 | 9,806 | 9,704 | 8,161 | 9,193 | 11,793 | 9,461 |
| DAM VIRTUAL | 19,434 | 21,945 | 19,329 | 22,097 | 28,812 | 35,454 | 28,117 |
| BALANCING NYCA | (83,135) | (75,823) | (76,320) | (76,185) | (75,578) | (48,039) | (57,121) |
| BALANCING NON-NYCA | 10,202 | 6,764 | 4,228 | 13,061 | 9,277 | 8,125 | 6,974 |
| BALANCING WHEELS | (1,587) | (1,296) | (714) | (361) | (2,169) | (4,518) | (1,761) |
| BALANCING VIRTUAL | (19,434) | (21,945) | (19,329) | (22,097) | (28,812) | (35,454) | (28,117) |
| UFELOSSES | 97,987 | 91,051 | 93,249 | 94,079 | 87,954 | 78,535 | 85,299 |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| DAM NYCA | 434,004 | 398,404 | 390,805 | 448,241 | 438,905 | 416,743 | 413,228 |
| DAM NON-NYCA | 41,923 | 43,801 | 46,863 | 35,394 | 42,071 | 46,516 | 26,810 |
| DAM WHEELS | 9,016 | 9,479 | 9,404 | 8,305 | 8,555 | 8,610 | 18,713 |
| DAM VIRTUAL | 24,980 | 22,964 | 20,814 | 32,598 | 27,376 | 19,460 | 21,724 |
| BALANCING NYCA | (66,655) | (20,145) | (33,166) | (74,466) | (72,810) | (66,641) | (57,313) |
| BALANCING NON-NYCA | 10,983 | 5,417 | 5,717 | 8,185 | 3,972 | 1,323 | 8,571 |
| BALANCING WHEELS | (1,741) | (1,311) | (1,334) | (1,105) | (2,035) | (2,151) | (11,513) |
| BALANCING VIRTUAL | (24,980) | (22,964) | (20,814) | (32,598) | (27,376) | (19,460) | (21,724) |
| UFELOSSES | 91,113 | 63,258 | 65,598 | 89,383 | 87,968 | 85,711 | 73,550 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| DAM NYCA | 450,693 | 454,541 | 453,718 | 449,525 | 448,695 | 411,960 | 405,897 |
| DAM NON-NYCA | 37,347 | 41,292 | 33,436 | 39,724 | 32,491 | 38,381 | 31,570 |
| DAM WHEELS | 11,297 | 10,033 | 11,648 | 10,068 | 13,521 | 12,944 | 15,965 |
| DAM VIRTUAL | 24,108 | 20,750 | 39,433 | 24,009 | 24,454 | 24,321 | 18,271 |
| BALANCING NYCA | (68,688) | (84,286) | (66,806) | (80,553) | (73,823) | (81,758) | (63,002) |
| BALANCING NON-NYCA | 6,278 | 10,827 | 9,718 | 11,271 | 8,797 | 12,776 | 9,604 |
| BALANCING WHEELS | (4,097) | (2,511) | (4,448) | (3,281) | (6,321) | (7,493) | (10,468) |
| BALANCING VIRTUAL | (24,108) | (20,750) | (39,433) | (24,009) | (24,454) | (24,321) | (18,271) |
| UFELOSSES | 88,262 | 97,436 | 87,689 | 94,475 | 87,738 | 90,293 | 77,797 |
| | 30 | 31 | | | | | |
| DAM NYCA | 445,557 | 459,524 | | | | | |
| DAM NON-NYCA | 33,484 | 35,873 | | | | | |
| DAM WHEELS | 20,379 | 13,192 | | | | | |
| DAM VIRTUAL | 22,818 | 32,201 | | | | | |
| BALANCING NYCA | (73,684) | (75,545) | | | | | |
| BALANCING NON-NYCA | 4,799 | 9,409 | | | | | |
| BALANCING WHEELS | (14,835) | (5,977) | | | | | |
| BALANCING VIRTUAL | (22,818) | (32,201) | | | | | |
| UFELOSSES | 81,263 | 90,592 | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Weekly Settlement – Market Residuals Analysis

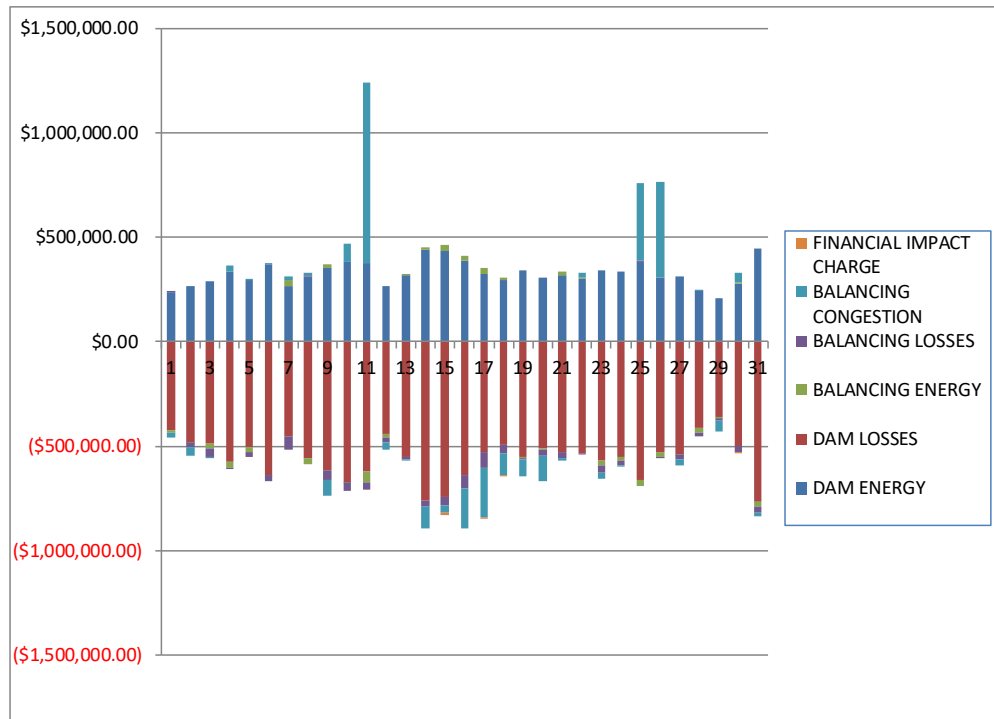
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | | | | | | 1 |
| DAM ENERGY | | | | | | | \$238,304.75 |
| DAM LOSSES | | | | | | | (\$423,654.25) |
| BALANCING ENERGY | | | | | | | (\$15,819.52) |
| BALANCING LOSSES | | | | | | | \$3,057.55 |
| BALANCING CONGESTION | | | | | | | (\$20,461.77) |
| FINANCIAL IMPACT CHARGE | | | | | | | \$0.00 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DAM ENERGY | \$267,570.04 | \$289,030.72 | \$334,968.19 | \$295,659.10 | \$371,144.04 | \$264,661.13 | \$314,662.69 |
| DAM LOSSES | (\$484,636.73) | (\$488,712.22) | (\$575,367.93) | (\$504,677.14) | (\$637,356.56) | (\$452,662.52) | (\$555,731.54) |
| BALANCING ENERGY | (\$761.14) | (\$26,123.44) | (\$31,301.66) | (\$25,384.74) | (\$1,894.46) | \$26,576.27 | (\$30,705.76) |
| BALANCING LOSSES | (\$20,165.61) | (\$37,776.24) | (\$830.74) | (\$22,156.91) | (\$30,245.39) | (\$65,907.63) | \$611.65 |
| BALANCING CONGESTION | (\$44,173.88) | (\$2,351.37) | \$28,182.14 | \$3,134.97 | \$1,561.92 | \$16,611.88 | \$15,725.23 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| DAM ENERGY | \$353,212.93 | \$382,469.01 | \$375,124.24 | \$266,334.88 | \$316,147.81 | \$441,002.05 | \$430,799.27 |
| DAM LOSSES | (\$618,220.89) | (\$670,926.28) | (\$623,921.64) | (\$444,267.64) | (\$553,224.48) | (\$757,809.25) | (\$744,995.70) |
| BALANCING ENERGY | \$18,338.15 | (\$1,129.23) | (\$47,831.84) | (\$15,921.57) | (\$586.71) | \$11,807.46 | \$31,243.20 |
| BALANCING LOSSES | (\$44,994.19) | (\$42,393.67) | (\$37,651.13) | (\$20,138.08) | (\$7,676.86) | (\$31,386.80) | (\$41,623.70) |
| BALANCING CONGESTION | (\$74,194.92) | \$84,600.16 | \$863,120.92 | (\$35,400.23) | (\$56.98) | (\$106,852.51) | (\$31,010.39) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$10,646.80) |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| DAM ENERGY | \$386,035.57 | \$325,605.00 | \$292,796.91 | \$341,329.76 | \$306,757.24 | \$317,757.58 | \$302,469.44 |
| DAM LOSSES | (\$641,722.93) | (\$527,063.28) | (\$493,013.08) | (\$551,499.79) | (\$510,926.17) | (\$530,024.31) | (\$533,327.65) |
| BALANCING ENERGY | \$23,200.85 | \$27,492.92 | \$11,311.75 | (\$5,465.98) | (\$7,059.79) | \$17,618.99 | \$5,332.19 |
| BALANCING LOSSES | (\$62,742.87) | (\$77,603.97) | (\$39,510.79) | (\$5,138.23) | (\$25,318.56) | (\$26,936.30) | (\$530.88) |
| BALANCING CONGESTION | (\$187,804.72) | (\$236,975.89) | (\$106,272.58) | (\$83,478.01) | (\$122,783.15) | (\$13,630.65) | \$19,281.87 |
| FINANCIAL IMPACT CHARGE | \$0.00 | (\$116.29) | (\$321.30) | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| DAM ENERGY | \$342,210.32 | \$334,640.14 | \$379,488.56 | \$306,324.83 | \$309,507.61 | \$243,221.21 | \$205,896.81 |
| DAM LOSSES | (\$567,518.76) | (\$554,231.43) | (\$662,284.28) | (\$528,101.19) | (\$537,591.02) | (\$415,484.53) | (\$359,444.30) |
| BALANCING ENERGY | (\$23,769.09) | (\$15,633.72) | (\$30,319.95) | (\$23,866.06) | (\$5,665.42) | (\$22,145.71) | (\$5,660.08) |
| BALANCING LOSSES | (\$35,810.06) | (\$25,378.85) | \$6,397.99 | (\$1,062.26) | (\$18,805.41) | (\$14,090.75) | (\$12,116.11) |
| BALANCING CONGESTION | (\$29,049.00) | (\$516.99) | \$369,835.91 | \$458,194.18 | (\$32,177.04) | \$1,912.02 | (\$54,276.06) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 30 | 31 | | | | | |
| DAM ENERGY | \$276,497.60 | \$443,422.94 | | | | | |
| DAM LOSSES | (\$502,601.79) | (\$765,521.00) | | | | | |
| BALANCING ENERGY | \$3,702.51 | (\$22,006.49) | | | | | |
| BALANCING LOSSES | (\$25,050.58) | (\$28,915.15) | | | | | |
| BALANCING CONGESTION | \$48,569.10 | (\$19,672.43) | | | | | |
| FINANCIAL IMPACT CHARGE | (\$32.76) | \$0.00 | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Initial Settlement Adjustment – Market Residuals Analysis

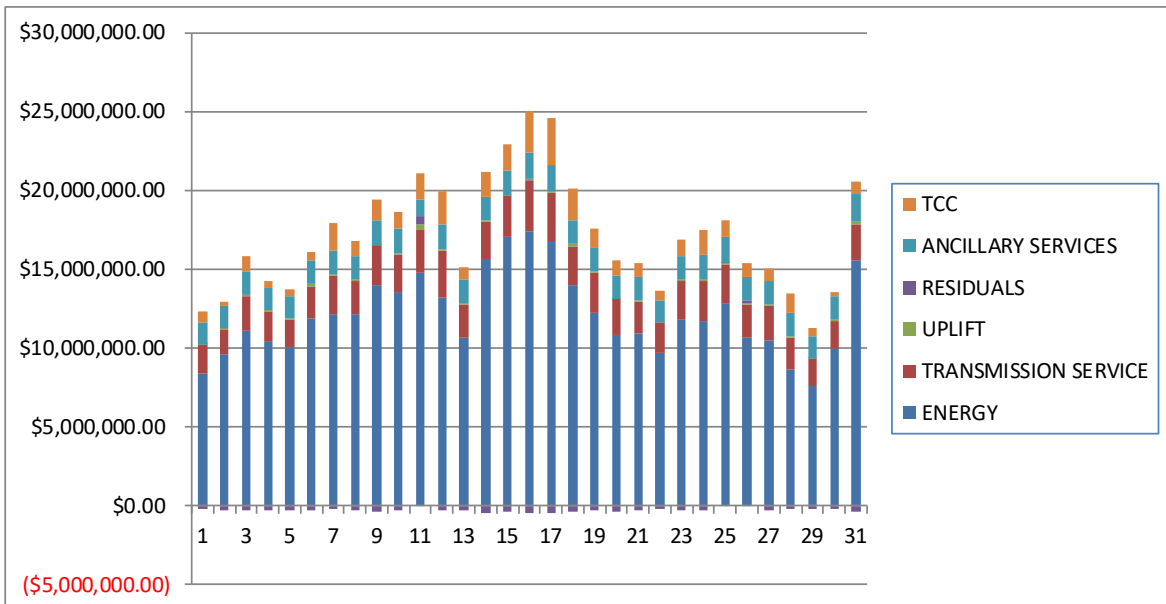
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | | | | | | 1 |
| DAM ENERGY | | | | | | | \$238,304.76 |
| DAM LOSSES | | | | | | | (\$423,654.25) |
| BALANCING ENERGY | | | | | | | (\$14,690.75) |
| BALANCING LOSSES | | | | | | | \$3,005.63 |
| BALANCING CONGESTION | | | | | | | (\$20,204.08) |
| FINANCIAL IMPACT CHARGE | | | | | | | \$0.00 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DAM ENERGY | \$267,570.04 | \$289,030.72 | \$334,968.19 | \$295,659.10 | \$371,144.04 | \$264,661.12 | \$314,662.70 |
| DAM LOSSES | (\$484,636.72) | (\$488,712.22) | (\$575,367.92) | (\$504,677.14) | (\$637,356.56) | (\$452,662.53) | (\$555,731.54) |
| BALANCING ENERGY | (\$81.20) | (\$23,065.49) | (\$30,065.74) | (\$24,248.25) | (\$950.68) | \$29,061.71 | (\$29,083.58) |
| BALANCING LOSSES | (\$20,140.89) | (\$37,740.89) | (\$697.99) | (\$22,076.56) | (\$30,107.56) | (\$65,813.97) | \$748.62 |
| BALANCING CONGESTION | (\$44,144.59) | (\$2,345.36) | \$28,218.63 | \$3,151.94 | \$1,645.49 | \$16,658.80 | \$15,725.83 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| DAM ENERGY | \$353,212.93 | \$382,469.00 | \$375,124.24 | \$266,334.88 | \$316,147.81 | \$441,002.05 | \$430,799.27 |
| DAM LOSSES | (\$618,220.90) | (\$670,926.29) | (\$623,921.64) | (\$444,267.64) | (\$553,224.47) | (\$757,809.25) | (\$744,995.71) |
| BALANCING ENERGY | \$18,338.54 | (\$1,127.30) | (\$47,879.15) | (\$15,728.40) | \$2,351.24 | \$11,792.33 | \$31,243.63 |
| BALANCING LOSSES | (\$44,895.37) | (\$42,251.91) | (\$37,403.56) | (\$20,023.06) | (\$7,525.49) | (\$31,374.79) | (\$41,530.49) |
| BALANCING CONGESTION | (\$74,169.17) | \$84,614.94 | \$863,153.44 | (\$35,347.06) | (\$19.88) | (\$106,768.83) | (\$30,813.89) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$10,646.80) |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| DAM ENERGY | \$386,035.56 | \$325,605.00 | \$292,796.92 | \$341,329.76 | \$306,757.24 | \$317,757.58 | \$302,469.44 |
| DAM LOSSES | (\$641,722.93) | (\$527,063.27) | (\$493,013.08) | (\$551,499.79) | (\$510,926.17) | (\$530,024.31) | (\$533,327.65) |
| BALANCING ENERGY | \$23,202.26 | \$27,494.14 | \$11,311.99 | (\$5,438.61) | (\$7,133.28) | \$17,618.99 | \$5,332.19 |
| BALANCING LOSSES | (\$62,635.67) | (\$77,490.49) | (\$39,474.15) | (\$5,111.03) | (\$25,306.20) | (\$26,936.30) | (\$530.88) |
| BALANCING CONGESTION | (\$187,641.32) | (\$236,888.21) | (\$106,243.23) | (\$83,423.34) | (\$122,810.16) | (\$13,630.65) | \$19,281.87 |
| FINANCIAL IMPACT CHARGE | \$0.00 | (\$116.27) | (\$321.29) | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| DAM ENERGY | \$342,210.32 | \$334,640.14 | \$379,488.55 | \$306,324.84 | \$309,507.61 | \$243,221.21 | \$205,896.81 |
| DAM LOSSES | (\$567,518.76) | (\$554,231.43) | (\$662,284.28) | (\$528,101.19) | (\$537,591.01) | (\$415,484.53) | (\$359,444.30) |
| BALANCING ENERGY | (\$23,769.09) | (\$15,633.72) | (\$29,286.50) | (\$23,725.52) | (\$5,512.96) | (\$22,145.71) | (\$5,660.08) |
| BALANCING LOSSES | (\$35,810.06) | (\$25,378.85) | \$6,404.22 | (\$1,054.37) | (\$18,726.70) | (\$14,090.75) | (\$12,116.11) |
| BALANCING CONGESTION | (\$29,049.00) | (\$516.99) | \$369,807.35 | \$458,218.92 | (\$32,122.65) | \$1,912.02 | (\$54,275.06) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 30 | 31 | | | | | |
| DAM ENERGY | \$276,497.60 | \$443,422.94 | | | | | |
| DAM LOSSES | (\$502,601.79) | (\$765,521.00) | | | | | |
| BALANCING ENERGY | \$3,702.51 | (\$22,006.49) | | | | | |
| BALANCING LOSSES | (\$25,050.58) | (\$28,915.15) | | | | | |
| BALANCING CONGESTION | \$48,569.10 | (\$19,672.43) | | | | | |
| FINANCIAL IMPACT CHARGE | (\$32.76) | \$0.00 | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Weekly Settlement – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | | | | | | 1 |
| ENERGY | | | | | | | \$8,421,960.54 |
| TRANSMISSION SERVICE | | | | | | | \$1,803,892.68 |
| UPLIFT | | | | | | | \$1,422.69 |
| RESIDUALS | | | | | | | (\$218,573.24) |
| ANCILLARY SERVICES | | | | | | | \$1,370,584.46 |
| TCC | | | | | | | \$721,034.14 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ENERGY | \$9,614,870.54 | \$11,103,823.78 | \$10,409,919.76 | \$10,034,934.47 | \$11,905,228.94 | \$12,148,904.17 | \$12,152,047.38 |
| TRANSMISSION SERVICE | \$1,602,434.85 | \$2,194,197.70 | \$1,920,843.12 | \$1,778,625.09 | \$2,012,634.25 | \$2,470,050.84 | \$2,126,227.71 |
| UPLIFT | \$21,235.16 | \$89,618.50 | \$62,747.83 | \$43,052.18 | \$168,331.06 | \$46,494.30 | \$27,131.19 |
| RESIDUALS | (\$282,167.32) | (\$265,932.55) | (\$244,350.00) | (\$253,424.72) | (\$296,790.45) | (\$210,720.87) | (\$255,437.73) |
| ANCILLARY SERVICES | \$1,396,490.34 | \$1,443,561.97 | \$1,411,917.35 | \$1,396,400.88 | \$1,458,523.65 | \$1,529,324.94 | \$1,516,198.07 |
| TCC | \$285,825.42 | \$981,015.36 | \$485,121.36 | \$488,366.43 | \$557,457.21 | \$1,690,801.84 | \$943,656.15 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| ENERGY | \$14,004,978.34 | \$13,574,305.67 | \$14,814,556.05 | \$13,173,746.86 | \$10,667,704.03 | \$15,607,325.40 | \$17,052,706.11 |
| TRANSMISSION SERVICE | \$2,477,303.25 | \$2,352,487.88 | \$2,681,699.76 | \$3,006,114.77 | \$2,119,273.60 | \$2,408,841.58 | \$2,597,385.16 |
| UPLIFT | \$32,754.69 | \$60,033.31 | \$346,355.06 | \$67,624.86 | \$39,356.60 | \$61,270.08 | \$60,078.83 |
| RESIDUALS | (\$365,858.92) | (\$247,380.01) | \$528,840.55 | (\$249,392.64) | (\$245,397.22) | (\$443,239.05) | (\$366,234.12) |
| ANCILLARY SERVICES | \$1,564,271.98 | \$1,575,979.43 | \$1,072,854.03 | \$1,582,805.72 | \$1,491,781.66 | \$1,483,525.54 | \$1,578,092.88 |
| TCC | \$1,310,328.43 | \$1,073,427.82 | \$1,605,456.79 | \$2,113,723.79 | \$775,639.02 | \$1,613,029.01 | \$1,629,192.75 |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ENERGY | \$17,384,239.80 | \$16,778,138.22 | \$13,948,211.62 | \$12,261,422.30 | \$10,835,043.70 | \$10,960,440.60 | \$9,662,236.43 |
| TRANSMISSION SERVICE | \$3,261,787.19 | \$3,098,780.16 | \$2,515,724.25 | \$2,530,882.07 | \$2,252,199.50 | \$2,017,431.22 | \$1,936,701.68 |
| UPLIFT | \$61,280.19 | \$98,168.38 | \$114,358.60 | \$39,256.44 | \$27,875.07 | \$35,360.14 | \$36,452.93 |
| RESIDUALS | (\$483,034.10) | (\$488,661.51) | (\$335,009.09) | (\$304,252.25) | (\$359,330.43) | (\$235,214.69) | (\$206,775.03) |
| ANCILLARY SERVICES | \$1,699,742.02 | \$1,599,827.80 | \$1,509,898.01 | \$1,555,187.08 | \$1,507,427.69 | \$1,471,279.46 | \$1,430,203.67 |
| TCC | \$2,581,949.33 | \$2,961,963.95 | \$1,985,228.11 | \$1,229,045.41 | \$947,167.85 | \$906,891.10 | \$536,545.20 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| ENERGY | \$11,827,606.83 | \$11,729,255.13 | \$12,864,050.91 | \$10,641,094.45 | \$10,467,688.90 | \$8,642,168.76 | \$7,580,822.62 |
| TRANSMISSION SERVICE | \$2,426,010.29 | \$2,534,262.82 | \$2,440,524.08 | \$2,137,310.23 | \$2,193,798.68 | \$2,058,391.46 | \$1,747,113.43 |
| UPLIFT | \$50,029.11 | \$62,987.40 | \$40,242.42 | \$64,251.05 | \$71,213.54 | \$54,804.71 | \$35,465.93 |
| RESIDUALS | (\$313,936.59) | (\$261,120.85) | \$63,118.23 | \$211,489.50 | (\$284,731.28) | (\$206,587.76) | (\$225,599.74) |
| ANCILLARY SERVICES | \$1,542,470.89 | \$1,556,932.42 | \$1,603,840.36 | \$1,494,048.24 | \$1,516,574.81 | \$1,464,282.56 | \$1,405,091.90 |
| TCC | \$1,044,695.94 | \$1,590,215.79 | \$1,086,900.97 | \$860,147.99 | \$801,442.20 | \$1,271,806.99 | \$485,902.58 |
| | 30 | 31 | | | | | |
| ENERGY | \$9,958,359.99 | \$15,534,449.69 | | | | | |
| TRANSMISSION SERVICE | \$1,769,383.42 | \$2,317,964.43 | | | | | |
| UPLIFT | \$54,933.83 | \$140,107.57 | | | | | |
| RESIDUALS | (\$198,915.92) | (\$392,692.13) | | | | | |
| ANCILLARY SERVICES | \$1,539,670.69 | \$1,742,738.36 | | | | | |
| TCC | \$207,010.26 | \$815,801.22 | | | | | |



SETTLEMENTS REPORT
January 2023 Settlement Adjustment
February 7, 2023

Initial Settlement Adjustment – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| ENERGY | | | | | | | 1 |
| TRANSMISSION SERVICE | | | | | | | \$8,420,725.82 |
| UPLIFT | | | | | | | \$1,803,728.70 |
| RESIDUALS | | | | | | | \$1,422.67 |
| ANCILLARY SERVICES | | | | | | | (\$217,238.69) |
| TCC | | | | | | | \$1,370,448.53 |
| | | | | | | | \$721,034.14 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ENERGY | \$9,612,565.59 | \$11,102,046.65 | \$10,408,523.50 | \$10,040,163.64 | \$11,911,160.71 | \$12,147,970.66 | \$12,149,583.98 |
| TRANSMISSION SERVICE | \$1,602,158.41 | \$2,193,972.07 | \$1,920,686.12 | \$1,779,205.04 | \$2,013,143.89 | \$2,469,942.73 | \$2,125,998.01 |
| UPLIFT | \$21,235.17 | \$89,618.51 | \$62,747.83 | \$43,052.18 | \$168,331.05 | \$46,494.29 | \$27,131.20 |
| RESIDUALS | (\$281,433.36) | (\$262,823.24) | (\$242,934.83) | (\$252,190.91) | (\$295,625.27) | (\$208,104.87) | (\$253,677.97) |
| ANCILLARY SERVICES | \$1,396,120.93 | \$1,443,560.51 | \$1,411,776.65 | \$1,396,463.15 | \$1,458,657.69 | \$1,529,339.67 | \$1,516,141.65 |
| TCC | \$285,825.42 | \$981,015.36 | \$485,121.36 | \$488,366.43 | \$557,457.21 | \$1,690,801.84 | \$943,656.15 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| ENERGY | \$14,004,185.34 | \$13,573,063.39 | \$14,808,862.06 | \$13,171,457.79 | \$10,663,386.84 | \$15,606,112.36 | \$17,051,464.24 |
| TRANSMISSION SERVICE | \$2,477,229.34 | \$2,352,407.75 | \$2,681,532.62 | \$3,005,934.86 | \$2,118,870.28 | \$2,408,712.27 | \$2,597,260.11 |
| UPLIFT | \$32,754.69 | \$60,033.31 | \$346,354.99 | \$67,624.87 | \$39,356.59 | \$61,270.08 | \$60,078.84 |
| RESIDUALS | (\$365,733.97) | (\$247,221.56) | \$529,073.33 | (\$249,031.28) | (\$242,270.79) | (\$443,158.49) | (\$365,943.99) |
| ANCILLARY SERVICES | \$1,564,232.71 | \$1,575,936.87 | \$1,072,765.27 | \$1,582,711.71 | \$1,491,596.71 | \$1,483,456.57 | \$1,578,026.46 |
| TCC | \$1,310,328.43 | \$1,073,427.82 | \$1,605,456.79 | \$2,113,723.79 | \$775,639.02 | \$1,613,029.01 | \$1,629,192.75 |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ENERGY | \$17,382,821.46 | \$16,776,632.28 | \$13,947,722.55 | \$12,261,054.50 | \$10,838,597.82 | \$10,960,440.60 | \$9,662,236.43 |
| TRANSMISSION SERVICE | \$3,261,644.64 | \$3,098,659.87 | \$2,515,672.02 | \$2,530,825.69 | \$2,252,588.10 | \$2,017,431.22 | \$1,936,701.68 |
| UPLIFT | \$61,280.19 | \$98,168.39 | \$114,358.59 | \$39,256.44 | \$27,875.06 | \$35,360.14 | \$36,452.93 |
| RESIDUALS | (\$482,762.10) | (\$488,459.10) | (\$334,942.84) | (\$304,143.01) | (\$359,418.57) | (\$235,214.69) | (\$206,775.03) |
| ANCILLARY SERVICES | \$1,699,666.28 | \$1,599,763.90 | \$1,509,870.26 | \$1,555,157.69 | \$1,507,632.90 | \$1,471,279.46 | \$1,430,203.67 |
| TCC | \$2,581,949.33 | \$2,961,963.95 | \$1,985,228.11 | \$1,229,045.41 | \$947,167.85 | \$906,891.10 | \$536,545.20 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| ENERGY | \$11,827,606.83 | \$11,729,255.13 | \$12,861,229.48 | \$10,640,921.23 | \$10,465,666.01 | \$8,642,168.76 | \$7,580,822.62 |
| TRANSMISSION SERVICE | \$2,426,010.29 | \$2,534,262.82 | \$2,440,199.24 | \$2,137,294.17 | \$2,193,578.88 | \$2,058,391.46 | \$1,747,113.43 |
| UPLIFT | \$50,029.11 | \$62,987.40 | \$40,238.54 | \$64,251.06 | \$71,213.55 | \$54,804.71 | \$35,465.93 |
| RESIDUALS | (\$313,936.59) | (\$261,120.85) | \$64,129.34 | \$211,662.68 | (\$284,445.71) | (\$206,587.76) | (\$225,599.74) |
| ANCILLARY SERVICES | \$1,542,470.89 | \$1,556,932.42 | \$1,603,667.81 | \$1,494,041.43 | \$1,516,773.18 | \$1,464,282.56 | \$1,405,091.90 |
| TCC | \$1,044,695.94 | \$1,590,215.79 | \$1,086,900.97 | \$860,147.99 | \$801,442.20 | \$1,271,806.99 | \$485,902.58 |
| | 30 | 31 | | | | | |
| ENERGY | \$9,958,359.99 | \$15,534,449.69 | | | | | |
| TRANSMISSION SERVICE | \$1,769,383.42 | \$2,317,964.43 | | | | | |
| UPLIFT | \$54,933.83 | \$140,107.57 | | | | | |
| RESIDUALS | (\$198,915.92) | (\$392,692.13) | | | | | |
| ANCILLARY SERVICES | \$1,539,670.69 | \$1,742,738.36 | | | | | |
| TCC | \$207,010.26 | \$815,801.22 | | | | | |

