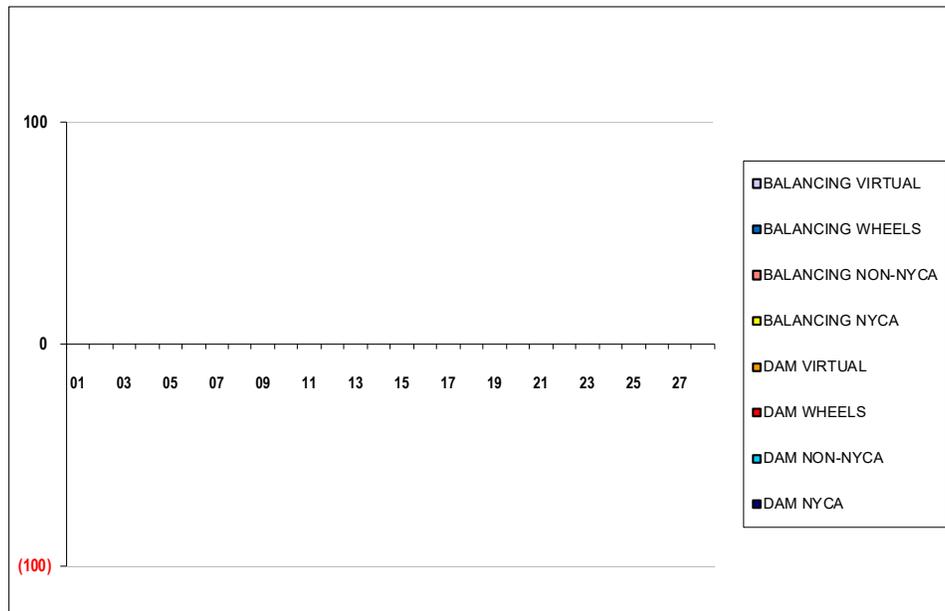


SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

Close-Out Settlement – Market Supply Delta Analysis

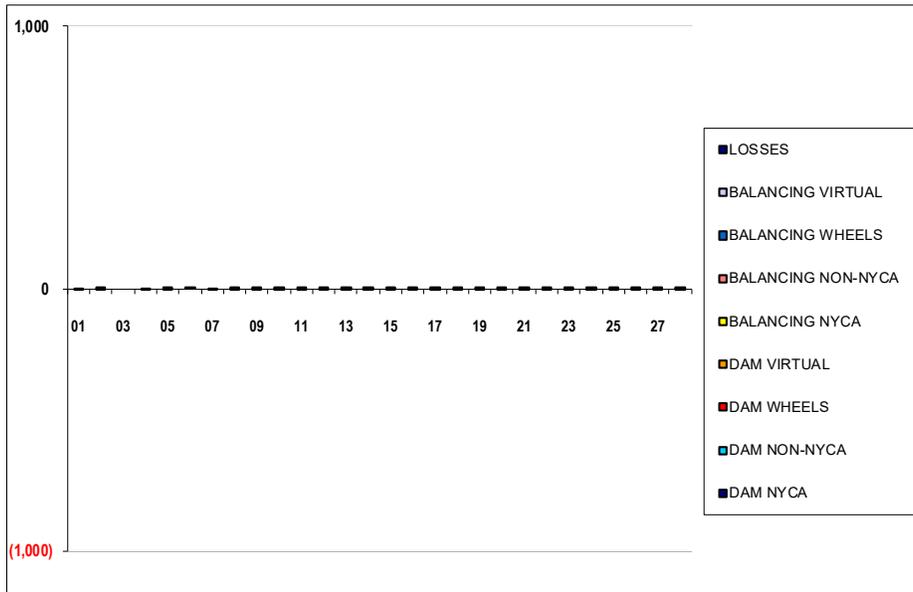
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
| | | | 1 | 2 | 3 | 4 | 5 |
| DAM NYCA | | | 0 | 0 | 0 | 0 | 0 |
| DAM NON-NYCA | | | 0 | 0 | 0 | 0 | 0 |
| DAM WHEELS | | | 0 | 0 | 0 | 0 | 0 |
| DAM VIRTUAL | | | 0 | 0 | 0 | 0 | 0 |
| BALANCING NYCA | | | 0 | 0 | 0 | 0 | 0 |
| BALANCING NON-NYCA | | | 0 | 0 | 0 | 0 | 0 |
| BALANCING WHEELS | | | 0 | 0 | 0 | 0 | 0 |
| BALANCING VIRTUAL | | | 0 | 0 | 0 | 0 | 0 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 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 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 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 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 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 |
| | 27 | 28 | | | | | |
| 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
February 2023 Close-Out Settlement
November 7, 2023

Close-Out Settlement – Market Withdrawals Delta Analysis

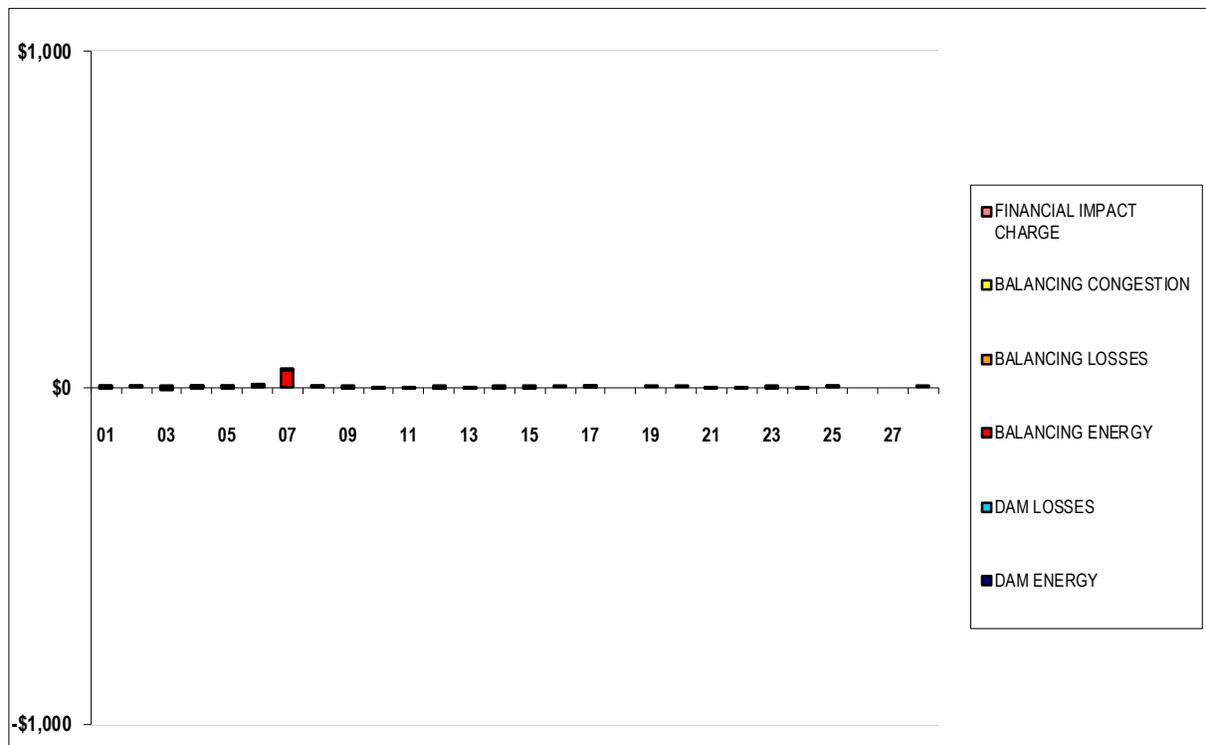
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|--------|---------|-----------|----------|--------|----------|--------|
| | | | 1 | 2 | 3 | 4 | 5 |
| DAM NYCA | | | 0 | 0 | 0 | 0 | 0 |
| DAM NON-NYCA | | | 0 | 0 | 0 | 0 | 0 |
| DAM WHEELS | | | 0 | 0 |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



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

Close-Out Settlement – Market Residuals Delta Analysis

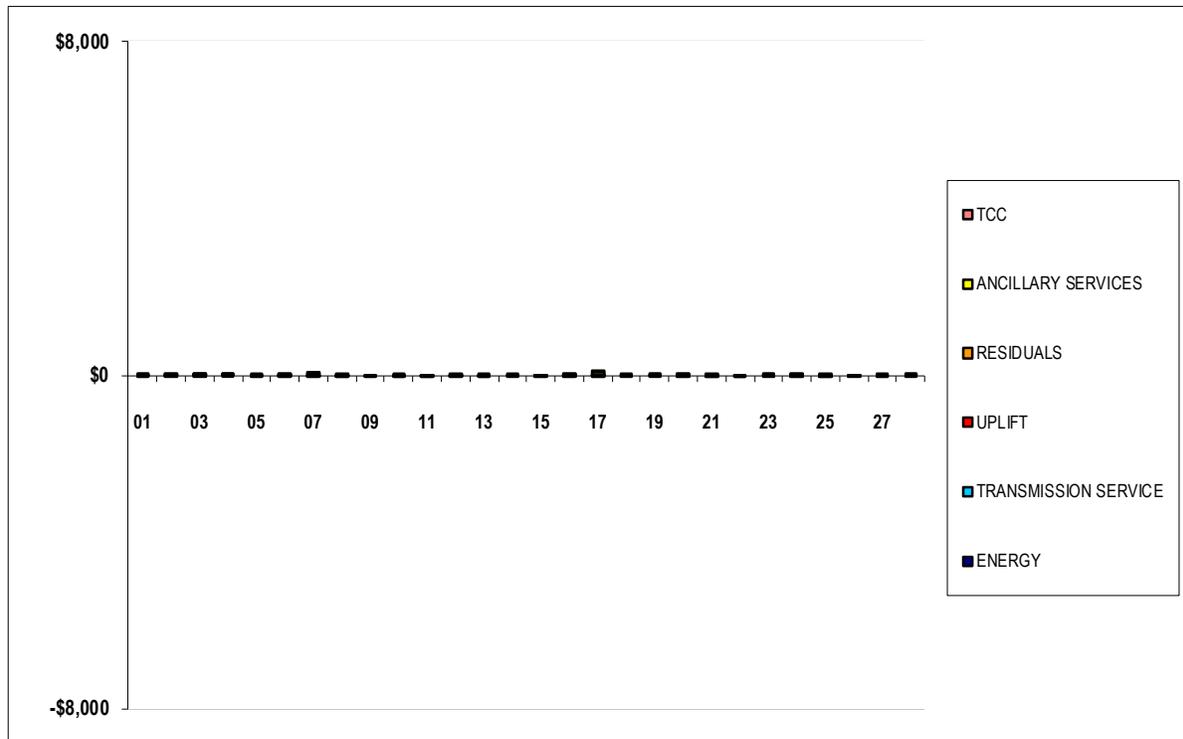
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | 1 | 2 | 3 | 4 | 5 |
| DAM ENERGY | | | \$0.00 | \$0.01 | \$0.00 | \$0.00 | \$0.01 |
| DAM LOSSES | | | (\$0.01) | \$0.00 | \$0.00 | (\$0.01) | \$0.00 |
| BALANCING ENERGY | | | \$0.20 | \$0.01 | (\$3.51) | \$0.02 | (\$0.01) |
| BALANCING LOSSES | | | (\$0.21) | \$0.00 | (\$1.32) | \$0.40 | \$0.00 |
| BALANCING CONGESTION | | | \$0.00 | \$0.00 | \$0.10 | \$0.10 | \$0.01 |
| FINANCIAL IMPACT CHARGE | | | \$0.03 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| DAM ENERGY | \$0.00 | \$0.01 | \$0.01 | \$0.00 | (\$0.01) | \$0.00 | (\$0.01) |
| DAM LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | (\$0.01) | \$0.01 |
| BALANCING ENERGY | \$0.70 | \$51.77 | \$0.01 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING LOSSES | \$7.62 | \$0.61 | \$0.00 | \$0.01 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING CONGESTION | \$0.00 | \$0.01 | \$0.00 | (\$0.01) | (\$0.01) | \$0.00 | (\$0.01) |
| FINANCIAL IMPACT CHARGE | \$0.03 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| DAM ENERGY | (\$0.01) | (\$0.01) | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| DAM LOSSES | (\$0.01) | \$0.00 | \$0.00 | \$0.01 | \$0.01 | \$0.00 | \$0.00 |
| BALANCING ENERGY | \$0.00 | \$0.01 | \$0.00 | \$0.00 | \$0.89 | \$0.00 | \$0.00 |
| BALANCING LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1.33 | \$0.00 | \$0.00 |
| BALANCING CONGESTION | \$0.00 | \$0.00 | \$0.01 | \$0.00 | \$0.01 | \$0.00 | \$0.01 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| DAM ENERGY | \$0.01 | \$0.00 | \$0.00 | (\$0.01) | \$0.00 | \$0.00 | \$0.00 |
| DAM LOSSES | \$0.00 | (\$0.01) | (\$0.01) | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING ENERGY | \$0.00 | \$0.00 | \$0.00 | \$0.01 | (\$0.01) | \$0.01 | \$0.00 |
| BALANCING LOSSES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| BALANCING CONGESTION | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.01 | \$0.00 |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 27 | 28 | | | | | |
| DAM ENERGY | \$0.00 | \$0.00 | | | | | |
| DAM LOSSES | \$0.00 | \$0.00 | | | | | |
| BALANCING ENERGY | \$0.00 | \$0.01 | | | | | |
| BALANCING LOSSES | \$0.00 | \$0.00 | | | | | |
| BALANCING CONGESTION | \$0.00 | \$0.00 | | | | | |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | | | | | |



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

Close-Out Settlement – Market Costs Delta Analysis

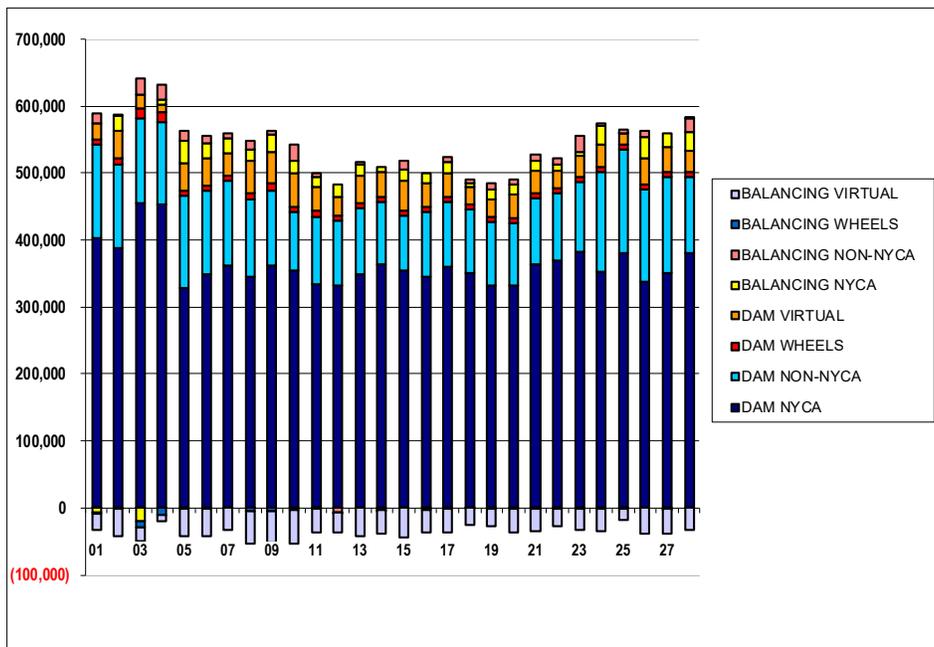
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | 1 | 2 | 3 | 4 | 5 |
| ENERGY | | | (\$0.20) | \$0.31 | \$0.03 | \$0.47 | (\$0.09) |
| TRANSMISSION SERVICE | | | (\$5.03) | (\$3.15) | (\$7.65) | (\$8.79) | (\$3.37) |
| UPLIFT | | | \$9.13 | \$0.00 | \$9.13 | \$0.00 | \$0.00 |
| RESIDUALS | | | (\$3.51) | \$0.02 | \$9.13 | \$0.01 | \$0.01 |
| ANCILLARY SERVICES | | | \$9.13 | (\$3.27) | (\$7.98) | \$0.60 | (\$3.51) |
| TCC | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ENERGY | (\$0.08) | (\$0.05) | (\$0.33) | (\$0.01) | \$0.23 | (\$0.23) | \$0.11 |
| TRANSMISSION SERVICE | (\$3.20) | (\$3.05) | (\$3.17) | (\$3.33) | (\$3.60) | (\$3.35) | (\$2.84) |
| UPLIFT | \$0.01 | (\$3.05) | (\$0.01) | \$0.00 | (\$0.01) | \$0.00 | \$0.00 |
| RESIDUALS | \$0.02 | \$52.40 | \$0.02 | \$0.00 | (\$0.02) | (\$0.01) | (\$0.01) |
| ANCILLARY SERVICES | (\$3.33) | \$14.53 | (\$3.25) | (\$3.48) | (\$3.73) | (\$3.45) | (\$2.96) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ENERGY | \$0.20 | \$0.05 | (\$0.10) | \$0.25 | (\$0.20) | \$0.12 | \$0.27 |
| TRANSMISSION SERVICE | (\$2.65) | (\$2.63) | (\$2.95) | (\$2.63) | (\$2.99) | (\$2.84) | (\$2.76) |
| UPLIFT | (\$0.02) | \$0.00 | \$0.00 | (\$0.01) | \$4.00 | \$0.00 | \$0.00 |
| RESIDUALS | (\$0.02) | \$0.00 | \$0.00 | \$0.01 | \$81.22 | \$0.00 | \$0.01 |
| ANCILLARY SERVICES | (\$2.70) | (\$2.66) | (\$3.02) | (\$2.77) | (\$3.12) | (\$2.89) | (\$2.87) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4.67 | \$0.00 | \$0.00 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ENERGY | (\$0.52) | (\$0.11) | (\$0.03) | \$0.39 | \$0.07 | (\$0.33) | \$0.00 |
| TRANSMISSION SERVICE | (\$2.68) | (\$2.89) | (\$4.98) | (\$2.99) | (\$3.11) | (\$3.13) | (\$2.94) |
| UPLIFT | \$0.01 | \$0.01 | (\$0.01) | \$0.01 | \$0.01 | (\$0.01) | \$0.00 |
| RESIDUALS | \$0.01 | (\$0.01) | (\$0.01) | \$0.00 | (\$0.01) | \$0.02 | \$0.00 |
| ANCILLARY SERVICES | (\$2.76) | (\$3.02) | (\$5.18) | (\$3.11) | (\$3.19) | (\$3.26) | (\$3.07) |
| TCC | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 27 | 28 | | | | | |
| ENERGY | (\$0.31) | \$0.22 | | | | | |
| TRANSMISSION SERVICE | (\$2.90) | (\$3.02) | | | | | |
| UPLIFT | \$0.01 | \$0.00 | | | | | |
| RESIDUALS | \$0.00 | \$0.01 | | | | | |
| ANCILLARY SERVICES | (\$2.95) | (\$3.15) | | | | | |
| TCC | \$0.00 | \$0.00 | | | | | |



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

4-Month Settlement Adjustment – Market Supply Analysis

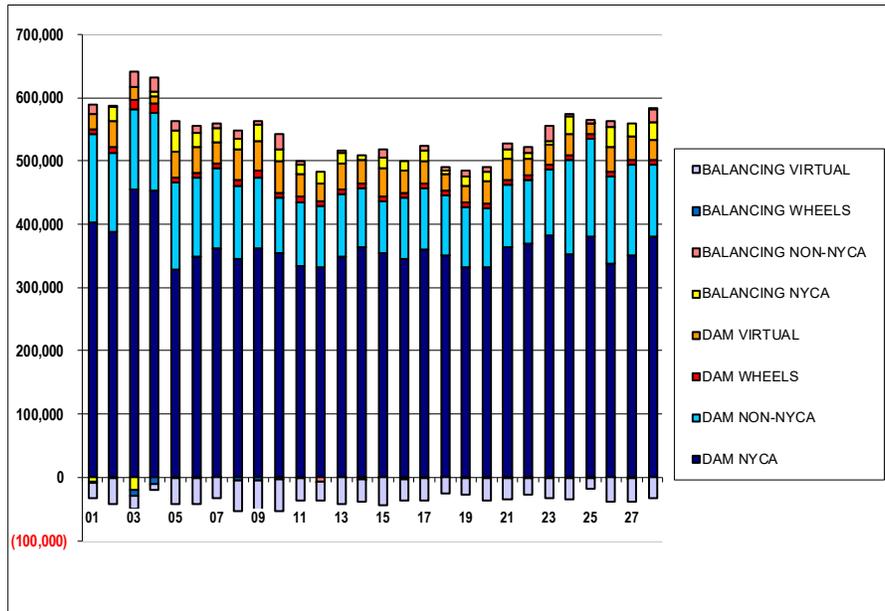
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | 1 | 2 | 3 | 4 | 5 |
| DAM NYCA | | | 403,057 | 387,859 | 455,798 | 453,922 | 329,068 |
| DAM NON-NYCA | | | 138,982 | 125,860 | 126,085 | 122,725 | 136,348 |
| DAM WHEELS | | | 8,027 | 7,660 | 15,441 | 13,900 | 8,497 |
| DAM VIRTUAL | | | 25,121 | 41,096 | 19,272 | 10,849 | 40,449 |
| BALANCING NYCA | | | (7,023) | 23,020 | (18,864) | 7,507 | 34,194 |
| BALANCING NON-NYCA | | | 13,098 | 2,638 | 24,364 | 23,631 | 13,838 |
| BALANCING WHEELS | | | (1,217) | (760) | (10,591) | (9,700) | (1,297) |
| BALANCING VIRTUAL | | | (25,121) | (41,096) | (19,272) | (10,849) | (40,449) |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| DAM NYCA | 348,842 | 362,708 | 344,481 | 362,277 | 355,349 | 333,440 | 332,158 |
| DAM NON-NYCA | 124,974 | 125,779 | 115,832 | 112,337 | 86,514 | 100,992 | 95,953 |
| DAM WHEELS | 7,828 | 7,250 | 10,335 | 10,960 | 7,638 | 8,775 | 7,475 |
| DAM VIRTUAL | 40,889 | 33,202 | 47,224 | 46,766 | 49,936 | 35,328 | 29,643 |
| BALANCING NYCA | 22,691 | 23,056 | 17,377 | 25,605 | 18,452 | 15,703 | 17,369 |
| BALANCING NON-NYCA | 9,576 | 7,379 | 13,185 | 5,201 | 24,922 | 5,770 | (6,833) |
| BALANCING WHEELS | (628) | (83) | (5,155) | (5,109) | (3,274) | (1,575) | (275) |
| BALANCING VIRTUAL | (40,889) | (33,202) | (47,224) | (46,766) | (49,936) | (35,328) | (29,643) |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| DAM NYCA | 348,755 | 364,585 | 354,831 | 345,357 | 360,668 | 351,014 | 331,366 |
| DAM NON-NYCA | 98,351 | 93,161 | 81,236 | 97,563 | 96,367 | 95,597 | 95,651 |
| DAM WHEELS | 7,350 | 7,446 | 7,200 | 7,400 | 7,920 | 7,221 | 7,336 |
| DAM VIRTUAL | 41,812 | 35,946 | 44,676 | 34,636 | 35,420 | 25,739 | 27,162 |
| BALANCING NYCA | 16,778 | 7,818 | 16,673 | 14,129 | 16,529 | 4,426 | 13,230 |
| BALANCING NON-NYCA | 3,480 | (2,324) | 13,315 | (1,372) | 7,060 | 6,277 | 10,189 |
| BALANCING WHEELS | (149) | (585) | (156) | (1,292) | (825) | (21) | (204) |
| BALANCING VIRTUAL | (41,812) | (35,946) | (44,676) | (34,636) | (35,420) | (25,739) | (27,162) |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| DAM NYCA | 331,566 | 363,887 | 369,314 | 382,190 | 352,870 | 381,342 | 338,455 |
| DAM NON-NYCA | 93,156 | 97,853 | 100,233 | 104,843 | 148,137 | 153,222 | 137,430 |
| DAM WHEELS | 8,134 | 7,948 | 7,275 | 7,594 | 8,648 | 7,800 | 7,275 |
| DAM VIRTUAL | 35,063 | 33,896 | 26,595 | 31,361 | 32,571 | 16,710 | 39,078 |
| BALANCING NYCA | 14,324 | 14,805 | 9,487 | 4,698 | 28,920 | 590 | 31,849 |
| BALANCING NON-NYCA | 8,533 | 8,775 | 8,530 | 24,363 | 3,971 | 5,503 | 9,037 |
| BALANCING WHEELS | (1,972) | (1,348) | (1,157) | (1,759) | (1,298) | (600) | (120) |
| BALANCING VIRTUAL | (35,063) | (33,896) | (26,595) | (31,361) | (32,571) | (16,710) | (39,078) |
| | 27 | 28 | | | | | |
| DAM NYCA | 350,406 | 380,016 | | | | | |
| DAM NON-NYCA | 144,600 | 114,536 | | | | | |
| DAM WHEELS | 7,550 | 7,300 | | | | | |
| DAM VIRTUAL | 36,096 | 32,257 | | | | | |
| BALANCING NYCA | 21,092 | 26,859 | | | | | |
| BALANCING NON-NYCA | (1,649) | 21,040 | | | | | |
| BALANCING WHEELS | (323) | 49 | | | | | |
| BALANCING VIRTUAL | (36,096) | (32,257) | | | | | |



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

Close-Out Settlement – Market Supply Analysis

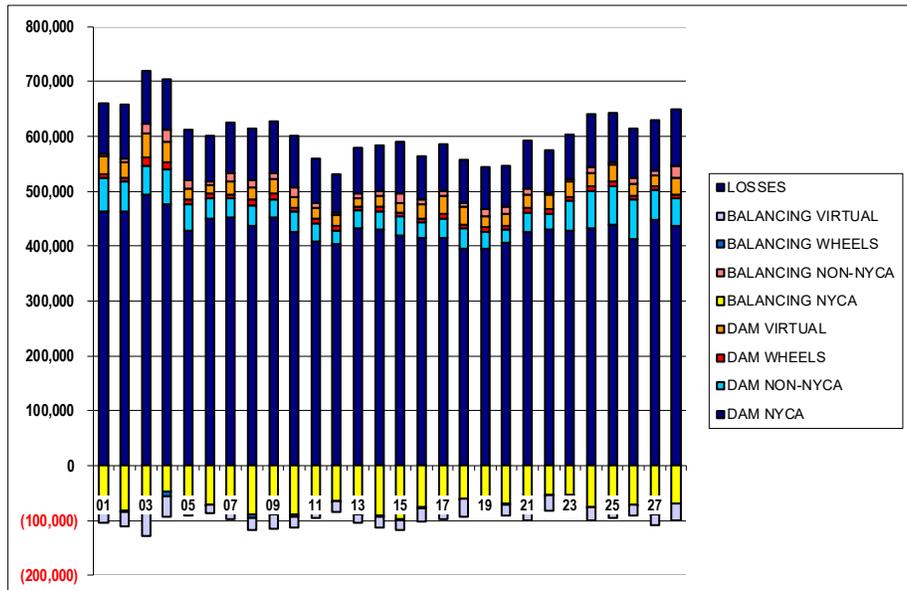
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | 1 | 2 | 3 | 4 | 5 |
| DAM NYCA | | | 403,057 | 387,859 | 455,798 | 453,922 | 329,068 |
| DAM NON-NYCA | | | 138,982 | 125,860 | 126,085 | 122,725 | 136,348 |
| DAM WHEELS | | | 8,027 | 7,660 | 15,441 | 13,900 | 8,497 |
| DAM VIRTUAL | | | 25,121 | 41,096 | 19,272 | 10,849 | 40,449 |
| BALANCING NYCA | | | (7,012) | 23,020 | (18,805) | 7,610 | 34,194 |
| BALANCING NON-NYCA | | | 13,098 | 2,638 | 24,364 | 23,631 | 13,838 |
| BALANCING WHEELS | | | (1,217) | (760) | (10,591) | (9,700) | (1,297) |
| BALANCING VIRTUAL | | | (25,121) | (41,096) | (19,272) | (10,849) | (40,449) |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| DAM NYCA | 348,842 | 362,708 | 344,481 | 362,277 | 355,349 | 333,440 | 332,158 |
| DAM NON-NYCA | 124,974 | 125,779 | 115,832 | 112,337 | 86,514 | 100,992 | 95,953 |
| DAM WHEELS | 7,828 | 7,250 | 10,335 | 10,960 | 7,638 | 8,775 | 7,475 |
| DAM VIRTUAL | 40,889 | 33,202 | 47,224 | 46,766 | 49,936 | 35,328 | 29,643 |
| BALANCING NYCA | 22,701 | 23,059 | 17,377 | 25,605 | 18,452 | 15,703 | 17,369 |
| BALANCING NON-NYCA | 9,576 | 7,379 | 13,185 | 5,201 | 24,922 | 5,770 | (6,833) |
| BALANCING WHEELS | (628) | (83) | (5,155) | (5,109) | (3,274) | (1,575) | (275) |
| BALANCING VIRTUAL | (40,889) | (33,202) | (47,224) | (46,766) | (49,936) | (35,328) | (29,643) |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| DAM NYCA | 348,755 | 364,585 | 354,831 | 345,357 | 360,668 | 351,014 | 331,366 |
| DAM NON-NYCA | 98,351 | 93,161 | 81,236 | 97,563 | 96,367 | 95,597 | 95,651 |
| DAM WHEELS | 7,350 | 7,446 | 7,200 | 7,400 | 7,920 | 7,221 | 7,336 |
| DAM VIRTUAL | 41,812 | 35,946 | 44,676 | 34,636 | 35,420 | 25,739 | 27,162 |
| BALANCING NYCA | 16,778 | 7,818 | 16,673 | 14,129 | 16,532 | 4,426 | 13,230 |
| BALANCING NON-NYCA | 3,480 | (2,324) | 13,315 | (1,372) | 7,060 | 6,277 | 10,189 |
| BALANCING WHEELS | (149) | (585) | (156) | (1,292) | (825) | (21) | (204) |
| BALANCING VIRTUAL | (41,812) | (35,946) | (44,676) | (34,636) | (35,420) | (25,739) | (27,162) |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| DAM NYCA | 331,566 | 363,887 | 369,314 | 382,190 | 352,870 | 381,342 | 338,455 |
| DAM NON-NYCA | 93,156 | 97,853 | 100,233 | 104,843 | 148,137 | 153,222 | 137,430 |
| DAM WHEELS | 8,134 | 7,948 | 7,275 | 7,594 | 8,648 | 7,800 | 7,275 |
| DAM VIRTUAL | 35,063 | 33,896 | 26,595 | 31,361 | 32,571 | 16,710 | 39,078 |
| BALANCING NYCA | 14,324 | 14,805 | 9,487 | 4,698 | 28,920 | 590 | 31,849 |
| BALANCING NON-NYCA | 8,533 | 8,775 | 8,530 | 24,363 | 3,971 | 5,503 | 9,037 |
| BALANCING WHEELS | (1,972) | (1,348) | (1,157) | (1,759) | (1,298) | (600) | (120) |
| BALANCING VIRTUAL | (35,063) | (33,896) | (26,595) | (31,361) | (32,571) | (16,710) | (39,078) |
| | 27 | 28 | | | | | |
| DAM NYCA | 350,406 | 380,016 | | | | | |
| DAM NON-NYCA | 144,600 | 114,536 | | | | | |
| DAM WHEELS | 7,550 | 7,300 | | | | | |
| DAM VIRTUAL | 36,096 | 32,257 | | | | | |
| BALANCING NYCA | 21,092 | 26,859 | | | | | |
| BALANCING NON-NYCA | (1,649) | 21,040 | | | | | |
| BALANCING WHEELS | (323) | 49 | | | | | |
| BALANCING VIRTUAL | (36,096) | (32,257) | | | | | |



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

4-Month Settlement Adjustment – Market Withdrawals Analysis

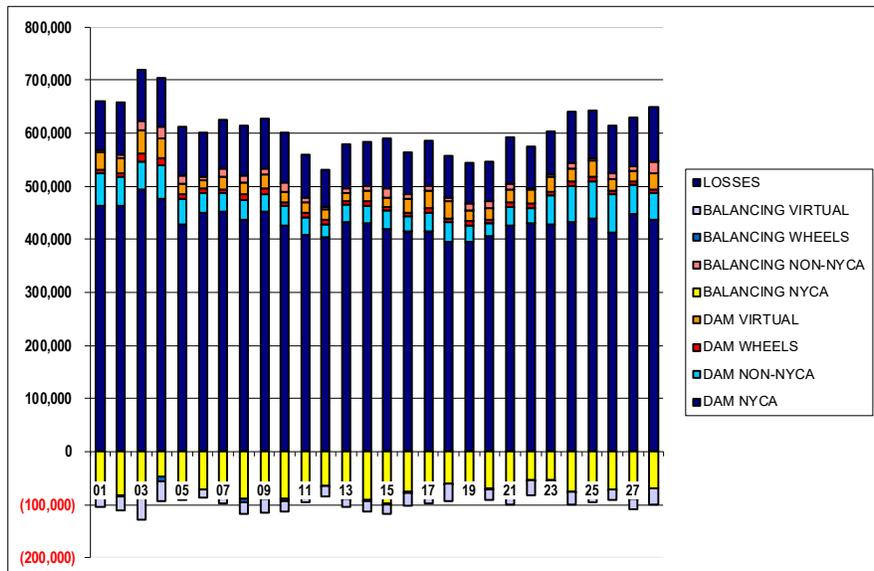
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | 1 | 2 | 3 | 4 | 5 |
| DAM NYCA | | | 462,801 | 462,946 | 494,075 | 475,748 | 428,992 |
| DAM NON-NYCA | | | 61,018 | 54,728 | 52,277 | 63,725 | 48,231 |
| DAM WHEELS | | | 8,027 | 7,660 | 15,441 | 13,900 | 8,497 |
| DAM VIRTUAL | | | 32,183 | 27,673 | 43,762 | 36,153 | 20,153 |
| BALANCING NYCA | | | (71,624) | (83,020) | (73,720) | (47,390) | (70,485) |
| BALANCING NON-NYCA | | | 5,505 | 7,002 | 17,562 | 22,632 | 15,138 |
| BALANCING WHEELS | | | (1,217) | (760) | (10,591) | (9,700) | (1,297) |
| BALANCING VIRTUAL | | | (32,183) | (27,673) | (43,762) | (36,153) | (20,153) |
| UFE/LOSSES | | | 90,415 | 97,722 | 97,189 | 93,071 | 91,571 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| DAM NYCA | 451,167 | 453,183 | 437,708 | 452,095 | 426,101 | 408,274 | 403,994 |
| DAM NON-NYCA | 37,201 | 34,086 | 36,553 | 32,174 | 37,007 | 32,743 | 24,564 |
| DAM WHEELS | 7,828 | 7,250 | 10,335 | 10,960 | 7,638 | 8,775 | 7,475 |
| DAM VIRTUAL | 16,244 | 23,490 | 23,553 | 27,093 | 19,606 | 19,983 | 20,061 |
| BALANCING NYCA | (70,679) | (75,104) | (89,568) | (83,218) | (89,684) | (74,601) | (64,116) |
| BALANCING NON-NYCA | 5,443 | 16,370 | 12,776 | 11,708 | 16,133 | 8,769 | 5,560 |
| BALANCING WHEELS | (628) | (83) | (5,155) | (5,109) | (3,274) | (1,575) | (275) |
| BALANCING VIRTUAL | (16,244) | (23,490) | (23,553) | (27,093) | (19,606) | (19,983) | (20,061) |
| UFE/LOSSES | 82,950 | 90,388 | 93,406 | 92,661 | 95,680 | 80,720 | 68,646 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| DAM NYCA | 433,125 | 430,900 | 419,978 | 415,235 | 415,575 | 395,728 | 395,805 |
| DAM NON-NYCA | 31,959 | 33,252 | 33,848 | 27,763 | 34,613 | 36,926 | 30,945 |
| DAM WHEELS | 7,350 | 7,446 | 7,200 | 7,400 | 7,920 | 7,221 | 7,336 |
| DAM VIRTUAL | 15,542 | 20,878 | 18,549 | 25,841 | 33,723 | 31,875 | 19,374 |
| BALANCING NYCA | (89,169) | (92,072) | (98,709) | (75,804) | (63,356) | (61,092) | (67,672) |
| BALANCING NON-NYCA | 7,448 | 8,820 | 16,795 | 8,872 | 9,494 | 6,921 | 14,285 |
| BALANCING WHEELS | (149) | (585) | (156) | (1,292) | (825) | (21) | (204) |
| BALANCING VIRTUAL | (15,542) | (20,878) | (18,549) | (25,841) | (33,723) | (31,875) | (19,374) |
| UFE/LOSSES | 84,002 | 82,341 | 94,143 | 79,611 | 84,298 | 78,831 | 77,075 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| DAM NYCA | 405,226 | 426,944 | 429,505 | 428,791 | 432,459 | 438,487 | 413,023 |
| DAM NON-NYCA | 24,566 | 34,185 | 30,289 | 54,046 | 67,684 | 71,285 | 72,349 |
| DAM WHEELS | 8,134 | 7,948 | 7,275 | 7,594 | 8,648 | 7,800 | 7,275 |
| DAM VIRTUAL | 20,903 | 25,356 | 27,159 | 27,648 | 24,083 | 30,136 | 20,198 |
| BALANCING NYCA | (68,960) | (73,994) | (53,195) | (53,092) | (74,733) | (64,134) | (70,609) |
| BALANCING NON-NYCA | 13,276 | 9,429 | 2,545 | 5,234 | 12,438 | 5,091 | 10,719 |
| BALANCING WHEELS | (1,972) | (1,348) | (1,157) | (1,759) | (1,298) | (600) | (120) |
| BALANCING VIRTUAL | (20,903) | (25,356) | (27,159) | (27,648) | (24,083) | (30,136) | (20,198) |
| UFE/LOSSES | 73,471 | 88,756 | 78,902 | 81,115 | 96,051 | 89,929 | 91,289 |
| | 27 | 28 | | | | | |
| DAM NYCA | 447,300 | 437,892 | | | | | |
| DAM NON-NYCA | 55,152 | 49,032 | | | | | |
| DAM WHEELS | 7,550 | 7,300 | | | | | |
| DAM VIRTUAL | 19,517 | 31,253 | | | | | |
| BALANCING NYCA | (88,208) | (68,670) | | | | | |
| BALANCING NON-NYCA | 8,220 | 21,654 | | | | | |
| BALANCING WHEELS | (323) | 49 | | | | | |
| BALANCING VIRTUAL | (19,517) | (31,253) | | | | | |
| UFE/LOSSES | 91,985 | 102,543 | | | | | |



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

Close-Out Settlement – Market Withdrawals Analysis

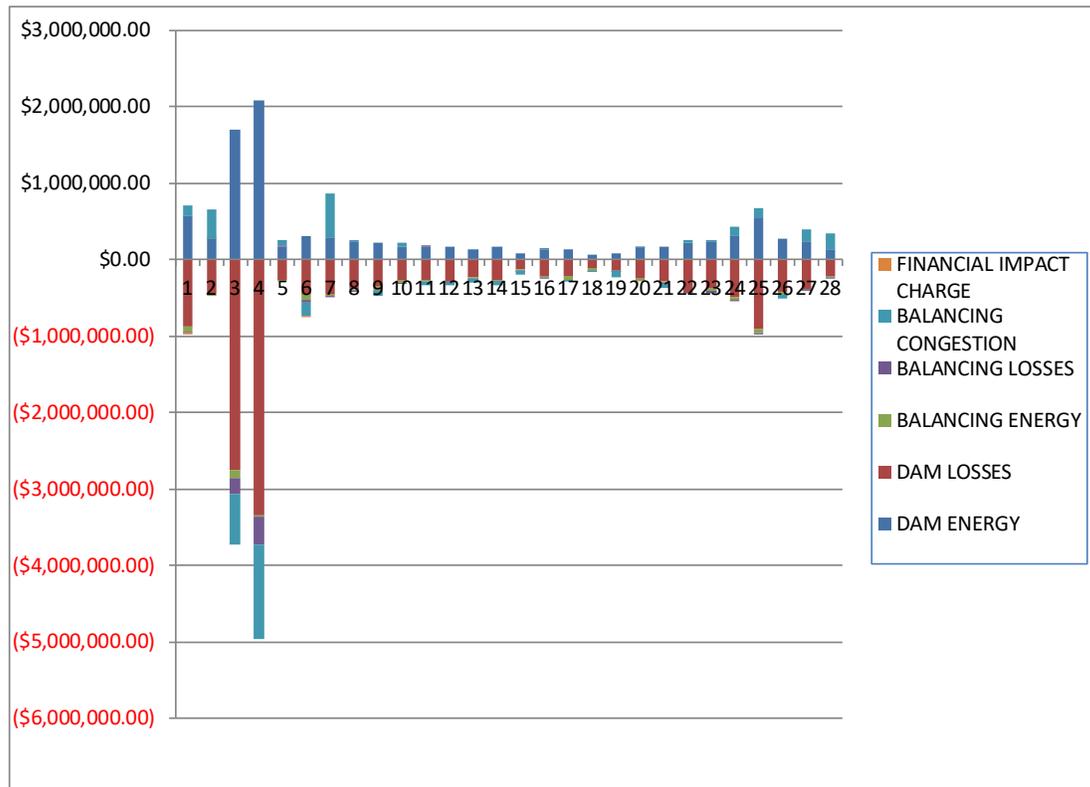
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------------------|----------|----------|-----------|----------|----------|----------|----------|
| | | | 1 | 2 | 3 | 4 | 5 |
| DAM NYCA | | | 462,801 | 462,946 | 494,075 | 475,748 | 428,992 |
| DAM NON-NYCA | | | 61,018 | 54,728 | 52,277 | 63,725 | 48,231 |
| DAM WHEELS | | | 8,027 | 7,660 | 15,441 | 13,900 | 8,497 |
| DAM VIRTUAL | | | 32,183 | 27,673 | 43,762 | 36,153 | 20,153 |
| BALANCING NYCA | | | (71,624) | (83,020) | (73,720) | (47,390) | (70,485) |
| BALANCING NON-NYCA | | | 5,505 | 7,002 | 17,562 | 22,632 | 15,138 |
| BALANCING WHEELS | | | (1,217) | (760) | (10,591) | (9,700) | (1,297) |
| BALANCING VIRTUAL | | | (32,183) | (27,673) | (43,762) | (36,153) | (20,153) |
| UFELOSSES | | | 90,426 | 97,722 | 97,248 | 93,174 | 91,571 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| DAM NYCA | 451,167 | 453,183 | 437,708 | 452,095 | 426,101 | 408,274 | 403,994 |
| DAM NON-NYCA | 37,201 | 34,086 | 36,553 | 32,174 | 37,007 | 32,743 | 24,564 |
| DAM WHEELS | 7,828 | 7,250 | 10,335 | 10,960 | 7,638 | 8,775 | 7,475 |
| DAM VIRTUAL | 16,244 | 23,490 | 23,553 | 27,093 | 19,606 | 19,983 | 20,061 |
| BALANCING NYCA | (70,679) | (75,104) | (89,568) | (83,218) | (89,684) | (74,601) | (64,116) |
| BALANCING NON-NYCA | 5,443 | 16,370 | 12,776 | 11,708 | 16,133 | 8,769 | 5,560 |
| BALANCING WHEELS | (628) | (83) | (5,155) | (5,109) | (3,274) | (1,575) | (275) |
| BALANCING VIRTUAL | (16,244) | (23,490) | (23,553) | (27,093) | (19,606) | (19,983) | (20,061) |
| UFELOSSES | 82,960 | 90,391 | 93,406 | 92,661 | 95,680 | 80,720 | 68,646 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| DAM NYCA | 433,125 | 430,900 | 419,978 | 415,235 | 415,575 | 395,728 | 395,805 |
| DAM NON-NYCA | 31,959 | 33,252 | 33,848 | 27,763 | 34,613 | 36,926 | 30,945 |
| DAM WHEELS | 7,350 | 7,446 | 7,200 | 7,400 | 7,920 | 7,221 | 7,336 |
| DAM VIRTUAL | 15,542 | 20,878 | 18,549 | 25,841 | 33,723 | 31,875 | 19,374 |
| BALANCING NYCA | (89,169) | (92,072) | (98,709) | (75,804) | (63,356) | (61,092) | (67,672) |
| BALANCING NON-NYCA | 7,448 | 8,820 | 16,795 | 8,872 | 9,494 | 6,921 | 14,285 |
| BALANCING WHEELS | (149) | (585) | (156) | (1,292) | (825) | (21) | (204) |
| BALANCING VIRTUAL | (15,542) | (20,878) | (18,549) | (25,841) | (33,723) | (31,875) | (19,374) |
| UFELOSSES | 84,002 | 82,341 | 94,143 | 79,611 | 84,301 | 78,831 | 77,075 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| DAM NYCA | 405,226 | 426,944 | 429,505 | 428,791 | 432,459 | 438,487 | 413,023 |
| DAM NON-NYCA | 24,566 | 34,185 | 30,289 | 54,046 | 67,684 | 71,285 | 72,349 |
| DAM WHEELS | 8,134 | 7,948 | 7,275 | 7,594 | 8,648 | 7,800 | 7,275 |
| DAM VIRTUAL | 20,903 | 25,356 | 27,159 | 27,648 | 24,083 | 30,136 | 20,198 |
| BALANCING NYCA | (68,960) | (73,994) | (53,195) | (53,092) | (74,733) | (64,134) | (70,609) |
| BALANCING NON-NYCA | 13,276 | 9,429 | 2,545 | 5,234 | 12,438 | 5,091 | 10,719 |
| BALANCING WHEELS | (1,972) | (1,348) | (1,157) | (1,759) | (1,298) | (600) | (120) |
| BALANCING VIRTUAL | (20,903) | (25,356) | (27,159) | (27,648) | (24,083) | (30,136) | (20,198) |
| UFELOSSES | 73,471 | 88,756 | 78,902 | 81,115 | 96,051 | 89,929 | 91,289 |
| | 27 | 28 | | | | | |
| DAM NYCA | 447,300 | 437,892 | | | | | |
| DAM NON-NYCA | 55,152 | 49,032 | | | | | |
| DAM WHEELS | 7,550 | 7,300 | | | | | |
| DAM VIRTUAL | 19,517 | 31,253 | | | | | |
| BALANCING NYCA | (88,208) | (68,670) | | | | | |
| BALANCING NON-NYCA | 8,220 | 21,654 | | | | | |
| BALANCING WHEELS | (323) | 49 | | | | | |
| BALANCING VIRTUAL | (19,517) | (31,253) | | | | | |
| UFELOSSES | 91,985 | 102,543 | | | | | |



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

4-Month Settlement Adjustment – Market Residuals Analysis

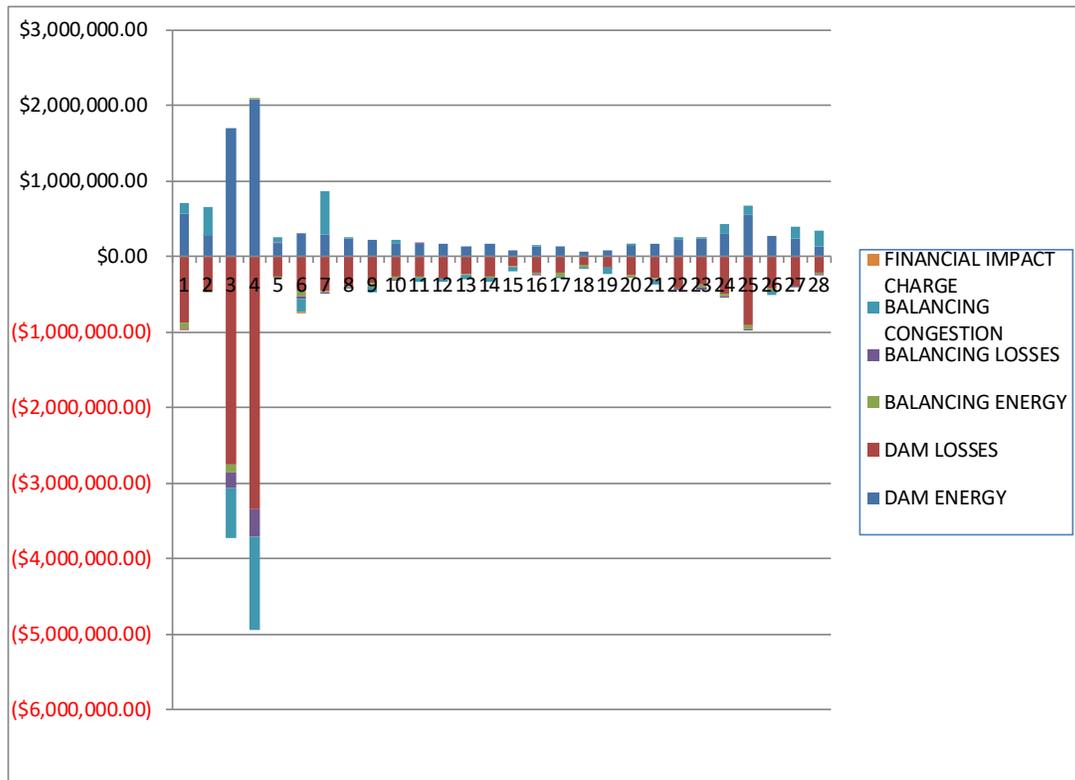
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------------|----------------|----------------|----------------|------------------|------------------|----------------|
| | | | 1 | 2 | 3 | 4 | 5 |
| DAM ENERGY | | | \$559,115.39 | \$271,414.73 | \$1,704,442.37 | \$2,078,332.52 | \$173,983.82 |
| DAM LOSSES | | | (\$884,333.11) | (\$454,792.79) | (\$2,758,680.72) | (\$3,341,869.90) | (\$274,424.72) |
| BALANCING ENERGY | | | (\$60,478.37) | (\$18,252.44) | (\$105,435.95) | (\$15,073.16) | (\$6,229.90) |
| BALANCING LOSSES | | | (\$18,557.35) | \$2,521.72 | (\$204,222.79) | (\$375,517.21) | \$4,109.61 |
| BALANCING CONGESTION | | | \$146,794.57 | \$372,773.64 | (\$668,097.26) | (\$1,224,406.35) | \$66,862.33 |
| FINANCIAL IMPACT CHARGE | | | (\$33.80) | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| DAM ENERGY | \$299,761.98 | \$283,814.32 | \$228,573.45 | \$218,662.12 | \$161,327.79 | \$158,579.50 | \$168,571.70 |
| DAM LOSSES | (\$465,685.72) | (\$458,017.72) | (\$392,075.80) | (\$357,832.72) | (\$273,644.22) | (\$266,403.69) | (\$281,331.50) |
| BALANCING ENERGY | (\$62,138.09) | (\$23,680.64) | (\$20,055.34) | (\$44,144.66) | (\$27,668.46) | (\$28,311.86) | (\$10,334.68) |
| BALANCING LOSSES | (\$38,707.83) | (\$21,245.21) | (\$15,764.94) | (\$14,218.90) | (\$3,796.26) | \$1,252.17 | (\$9,575.23) |
| BALANCING CONGESTION | (\$170,673.78) | \$579,265.70 | \$6,952.39 | (\$63,048.13) | \$54,121.89 | (\$35,550.53) | (\$30,501.66) |
| FINANCIAL IMPACT CHARGE | (\$38.48) | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| DAM ENERGY | \$139,180.14 | \$159,958.98 | \$83,956.49 | \$128,417.85 | \$124,840.79 | \$68,739.24 | \$79,072.86 |
| DAM LOSSES | (\$238,951.69) | (\$271,523.74) | (\$137,613.99) | (\$218,677.55) | (\$216,362.79) | (\$120,629.83) | (\$140,138.97) |
| BALANCING ENERGY | (\$5,817.17) | (\$12,125.88) | (\$8,017.78) | (\$14,735.41) | (\$50,362.42) | (\$22,517.98) | (\$77.98) |
| BALANCING LOSSES | (\$10,440.15) | (\$4,606.47) | (\$2,312.83) | (\$2,428.65) | (\$5,029.96) | (\$644.78) | (\$4,497.11) |
| BALANCING CONGESTION | (\$50,870.77) | (\$50,558.80) | (\$52,375.77) | \$17,483.09 | (\$4,963.38) | (\$4,896.38) | (\$80,805.44) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| DAM ENERGY | \$150,058.34 | \$165,572.58 | \$223,242.17 | \$230,069.35 | \$302,697.54 | \$556,787.40 | \$264,583.70 |
| DAM LOSSES | (\$259,031.51) | (\$289,329.64) | (\$418,376.68) | (\$375,001.11) | (\$495,880.86) | (\$909,155.15) | (\$427,638.28) |
| BALANCING ENERGY | (\$24,421.85) | (\$9,835.97) | (\$1,390.94) | (\$37,729.02) | (\$33,539.93) | (\$54,360.96) | (\$24,843.49) |
| BALANCING LOSSES | \$1,206.86 | (\$16,228.64) | (\$4,143.49) | (\$31,991.93) | (\$16,729.38) | (\$2,076.74) | (\$10,215.82) |
| BALANCING CONGESTION | \$6,149.25 | (\$58,447.37) | \$28,342.47 | \$14,479.63 | \$130,603.68 | \$104,912.22 | (\$42,370.06) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 27 | 28 | | | | | |
| DAM ENERGY | \$242,592.92 | \$128,271.10 | | | | | |
| DAM LOSSES | (\$391,571.24) | (\$219,748.29) | | | | | |
| BALANCING ENERGY | (\$3,936.37) | (\$9,377.10) | | | | | |
| BALANCING LOSSES | (\$5,111.92) | (\$1,644.29) | | | | | |
| BALANCING CONGESTION | \$142,393.53 | \$217,705.54 | | | | | |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | | | | | |



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

Close-Out Settlement – Market Residuals Analysis

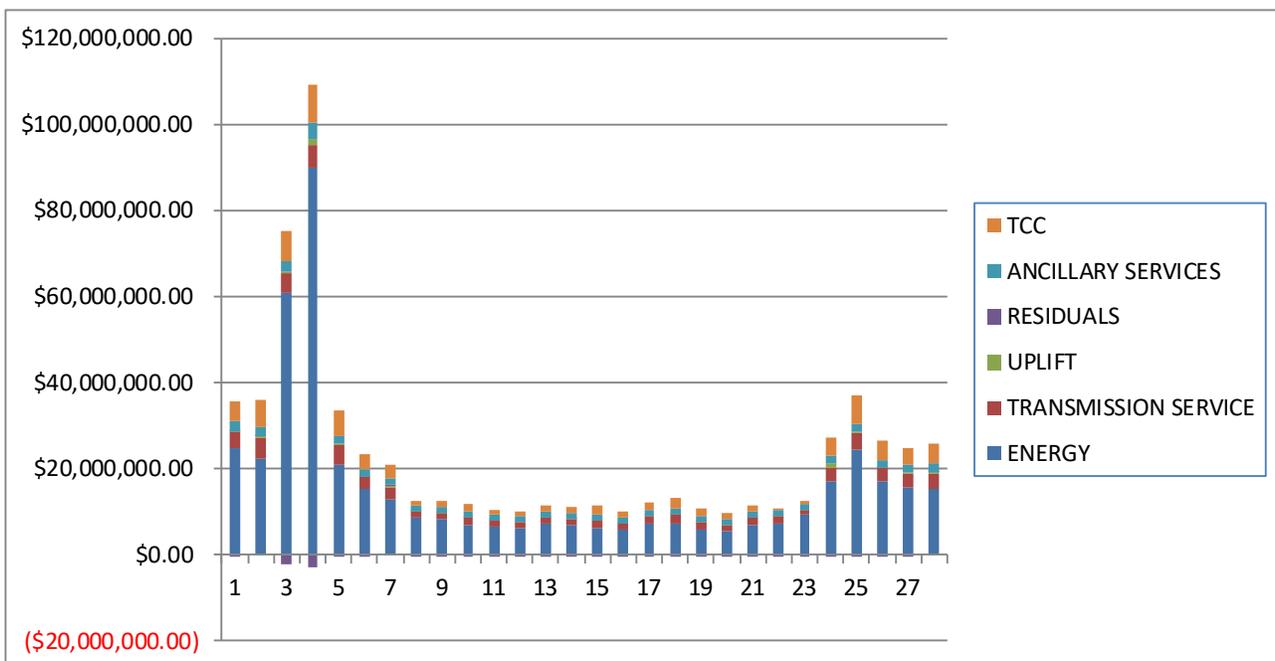
| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|-------------------------|----------------|----------------|----------------|----------------|------------------|------------------|----------------|
| | | | 1 | 2 | 3 | 4 | 5 |
| DAM ENERGY | | | \$559,115.39 | \$271,414.74 | \$1,704,442.37 | \$2,078,332.52 | \$173,983.83 |
| DAM LOSSES | | | (\$884,333.12) | (\$454,792.79) | (\$2,758,680.72) | (\$3,341,869.91) | (\$274,424.72) |
| BALANCING ENERGY | | | (\$60,399.95) | (\$18,252.43) | (\$99,559.29) | \$5,368.75 | (\$6,229.91) |
| BALANCING LOSSES | | | (\$18,557.56) | \$2,521.72 | (\$204,224.11) | (\$374,861.52) | \$4,109.61 |
| BALANCING CONGESTION | | | \$146,794.57 | \$372,773.64 | (\$669,238.91) | (\$1,224,971.55) | \$66,862.34 |
| FINANCIAL IMPACT CHARGE | | | (\$33.77) | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| DAM ENERGY | \$299,761.98 | \$283,814.33 | \$228,573.46 | \$218,662.12 | \$161,327.78 | \$158,579.50 | \$168,571.69 |
| DAM LOSSES | (\$465,685.72) | (\$458,017.72) | (\$392,075.80) | (\$357,832.72) | (\$273,644.22) | (\$266,403.70) | (\$281,331.49) |
| BALANCING ENERGY | (\$61,936.52) | (\$23,628.87) | (\$20,055.33) | (\$44,144.66) | (\$27,668.46) | (\$28,311.86) | (\$10,334.68) |
| BALANCING LOSSES | (\$38,700.21) | (\$21,244.60) | (\$15,764.94) | (\$14,218.89) | (\$3,796.26) | \$1,252.17 | (\$9,575.23) |
| BALANCING CONGESTION | (\$170,673.78) | \$579,265.71 | \$6,952.39 | (\$63,048.14) | \$54,121.88 | (\$35,550.53) | (\$30,501.67) |
| FINANCIAL IMPACT CHARGE | (\$38.45) | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| DAM ENERGY | \$139,180.13 | \$159,958.97 | \$83,956.48 | \$128,417.85 | \$124,840.79 | \$68,739.24 | \$79,072.86 |
| DAM LOSSES | (\$238,951.70) | (\$271,523.74) | (\$137,613.99) | (\$218,677.54) | (\$216,362.78) | (\$120,629.83) | (\$140,138.97) |
| BALANCING ENERGY | (\$5,817.17) | (\$12,125.87) | (\$8,017.78) | (\$14,735.41) | (\$50,282.55) | (\$22,517.98) | (\$77.98) |
| BALANCING LOSSES | (\$10,440.15) | (\$4,606.47) | (\$2,312.83) | (\$2,428.65) | (\$5,028.63) | (\$644.78) | (\$4,497.11) |
| BALANCING CONGESTION | (\$50,870.77) | (\$50,558.80) | (\$52,375.76) | \$17,483.09 | (\$4,963.37) | (\$4,896.38) | (\$80,805.43) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| DAM ENERGY | \$150,058.35 | \$165,572.58 | \$223,242.17 | \$230,069.34 | \$302,697.54 | \$556,787.40 | \$264,583.70 |
| DAM LOSSES | (\$259,031.51) | (\$289,329.65) | (\$418,376.69) | (\$375,001.11) | (\$495,880.86) | (\$909,155.15) | (\$427,638.28) |
| BALANCING ENERGY | (\$24,421.85) | (\$9,835.97) | (\$1,390.94) | (\$37,729.01) | (\$33,539.94) | (\$54,360.95) | (\$24,843.49) |
| BALANCING LOSSES | \$1,206.86 | (\$16,228.64) | (\$4,143.49) | (\$31,991.93) | (\$16,729.38) | (\$2,076.74) | (\$10,215.82) |
| BALANCING CONGESTION | \$6,149.25 | (\$58,447.37) | \$28,342.47 | \$14,479.63 | \$130,603.68 | \$104,912.23 | (\$42,370.06) |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | 27 | 28 | | | | | |
| DAM ENERGY | \$242,592.92 | \$128,271.10 | | | | | |
| DAM LOSSES | (\$391,571.24) | (\$219,748.29) | | | | | |
| BALANCING ENERGY | (\$3,936.37) | (\$9,377.09) | | | | | |
| BALANCING LOSSES | (\$5,111.92) | (\$1,644.29) | | | | | |
| BALANCING CONGESTION | \$142,393.53 | \$217,705.54 | | | | | |
| FINANCIAL IMPACT CHARGE | \$0.00 | \$0.00 | | | | | |



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

4-Month Settlement Adjustment – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|
| | | | 1 | 2 | 3 | 4 | 5 |
| ENERGY | | | \$24,794,016.90 | \$22,512,016.16 | \$60,744,187.90 | \$89,805,574.25 | \$20,809,561.80 |
| TRANSMISSION SERVICE | | | \$3,795,905.49 | \$4,890,303.08 | \$4,489,020.55 | \$5,403,476.60 | \$4,727,542.70 |
| UPLIFT | | | \$179,840.59 | \$189,590.44 | \$439,238.16 | \$1,281,130.64 | \$216,135.27 |
| RESIDUALS | | | (\$257,492.67) | \$173,664.86 | (\$2,031,994.35) | (\$2,878,534.10) | (\$35,698.86) |
| ANCILLARY SERVICES | | | \$2,253,129.24 | \$1,903,411.09 | \$2,608,335.89 | \$3,872,385.77 | \$1,710,430.22 |
| TCC | | | \$4,726,496.43 | \$6,449,882.78 | \$6,963,219.30 | \$8,847,665.71 | \$6,126,077.23 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ENERGY | \$15,254,337.30 | \$13,031,809.04 | \$8,567,152.49 | \$8,200,570.10 | \$7,000,361.73 | \$6,692,723.83 | \$6,359,532.67 |
| TRANSMISSION SERVICE | \$2,863,052.70 | \$2,515,745.49 | \$1,371,287.87 | \$1,553,894.89 | \$1,576,122.36 | \$1,237,223.66 | \$1,215,412.81 |
| UPLIFT | \$193,302.04 | \$383,855.37 | \$53,046.05 | \$40,264.39 | \$54,328.65 | \$27,670.94 | \$30,413.07 |
| RESIDUALS | (\$437,481.92) | \$360,136.45 | (\$192,370.24) | (\$260,582.29) | (\$89,659.26) | (\$170,434.41) | (\$163,171.37) |
| ANCILLARY SERVICES | \$1,734,204.66 | \$1,650,639.83 | \$1,464,378.63 | \$1,477,986.47 | \$1,471,712.15 | \$1,433,432.40 | \$1,433,837.02 |
| TCC | \$3,302,873.68 | \$3,144,841.04 | \$1,110,320.63 | \$1,195,466.82 | \$1,820,739.02 | \$923,747.09 | \$936,323.11 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ENERGY | \$7,158,132.63 | \$7,051,810.76 | \$6,110,279.49 | \$5,892,147.14 | \$7,377,951.27 | \$7,201,783.81 | \$6,014,532.43 |
| TRANSMISSION SERVICE | \$1,565,388.06 | \$1,389,584.05 | \$1,905,263.25 | \$1,441,230.14 | \$1,700,420.63 | \$2,063,325.61 | \$1,684,071.87 |
| UPLIFT | \$71,116.22 | \$39,425.49 | \$45,237.62 | \$32,287.55 | \$50,060.19 | \$87,232.09 | \$37,149.06 |
| RESIDUALS | (\$166,899.64) | (\$178,855.91) | (\$116,363.88) | (\$89,940.67) | (\$151,877.76) | (\$79,949.73) | (\$146,446.64) |
| ANCILLARY SERVICES | \$1,473,070.17 | \$1,434,564.12 | \$1,419,819.80 | \$1,461,684.45 | \$1,468,734.70 | \$1,506,425.38 | \$1,476,722.88 |
| TCC | \$1,281,402.60 | \$1,073,605.14 | \$2,158,165.78 | \$1,378,739.47 | \$1,696,510.37 | \$2,422,249.30 | \$1,742,932.45 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ENERGY | \$5,703,400.45 | \$7,115,544.50 | \$7,321,771.40 | \$9,305,498.36 | \$17,063,484.03 | \$24,298,095.38 | \$16,963,430.66 |
| TRANSMISSION SERVICE | \$1,330,935.33 | \$1,525,724.85 | \$1,756,313.83 | \$1,001,810.53 | \$3,173,010.17 | \$4,102,659.96 | \$3,390,879.30 |
| UPLIFT | \$29,805.02 | \$37,238.94 | \$48,011.41 | \$24,727.74 | \$923,527.67 | \$94,158.20 | \$66,117.61 |
| RESIDUALS | (\$126,038.91) | (\$208,269.04) | (\$172,326.47) | (\$200,173.08) | (\$112,848.95) | (\$303,893.23) | (\$240,483.95) |
| ANCILLARY SERVICES | \$1,387,203.62 | \$1,435,577.86 | \$1,416,641.47 | \$1,532,455.88 | \$1,850,500.87 | \$1,864,615.95 | \$1,593,120.61 |
| TCC | \$1,173,611.03 | \$1,370,786.39 | \$292,535.43 | \$522,352.08 | \$4,119,356.30 | \$6,758,780.05 | \$4,508,008.72 |
| | 27 | 28 | | | | | |
| ENERGY | \$15,691,477.51 | \$15,328,220.27 | | | | | |
| TRANSMISSION SERVICE | \$3,279,593.63 | \$3,645,017.59 | | | | | |
| UPLIFT | \$130,471.32 | \$149,123.06 | | | | | |
| RESIDUALS | (\$15,633.08) | \$115,206.96 | | | | | |
| ANCILLARY SERVICES | \$1,867,771.06 | \$1,894,997.23 | | | | | |
| TCC | \$3,798,880.18 | \$4,809,625.15 | | | | | |



SETTLEMENTS REPORT
February 2023 Close-Out Settlement
November 7, 2023

Close-Out Settlement – Market Costs Analysis

| | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|----------------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|
| | | | 1 | 2 | 3 | 4 | 5 |
| ENERGY | | | \$24,794,016.70 | \$22,512,016.47 | \$60,744,187.93 | \$89,805,574.72 | \$20,809,561.71 |
| TRANSMISSION SERVICE | | | \$3,795,900.46 | \$4,890,299.93 | \$4,489,012.90 | \$5,403,467.81 | \$4,727,539.33 |
| UPLIFT | | | \$287,649.68 | \$189,590.44 | \$608,549.50 | \$1,281,130.64 | \$216,135.27 |
| RESIDUALS | | | (\$257,414.44) | \$173,664.88 | (\$2,027,260.66) | (\$2,858,001.71) | (\$35,698.85) |
| ANCILLARY SERVICES | | | \$2,253,138.37 | \$1,903,407.82 | \$2,608,327.91 | \$3,872,783.23 | \$1,710,426.71 |
| TCC | | | \$4,726,496.43 | \$6,449,882.78 | \$6,963,219.30 | \$8,847,665.71 | \$6,126,077.23 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ENERGY | \$15,254,337.22 | \$13,031,808.99 | \$8,567,152.16 | \$8,200,570.09 | \$7,000,361.96 | \$6,692,723.60 | \$6,359,532.78 |
| TRANSMISSION SERVICE | \$2,863,049.50 | \$2,515,742.44 | \$1,371,284.70 | \$1,553,891.56 | \$1,576,118.76 | \$1,237,220.31 | \$1,215,409.97 |
| UPLIFT | \$246,625.55 | \$401,363.97 | \$53,046.04 | \$40,264.39 | \$54,328.64 | \$27,670.94 | \$30,413.07 |
| RESIDUALS | (\$437,272.70) | \$360,188.85 | (\$192,370.22) | (\$260,582.29) | (\$89,659.28) | (\$170,434.42) | (\$163,171.38) |
| ANCILLARY SERVICES | \$1,734,201.33 | \$1,650,654.36 | \$1,464,375.38 | \$1,477,982.99 | \$1,471,708.42 | \$1,433,428.95 | \$1,433,834.06 |
| TCC | \$3,302,873.68 | \$3,144,841.04 | \$1,110,320.63 | \$1,195,466.82 | \$1,820,739.02 | \$923,747.09 | \$936,323.11 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ENERGY | \$7,158,132.83 | \$7,051,810.81 | \$6,110,279.39 | \$5,892,147.39 | \$7,377,951.07 | \$7,201,783.93 | \$6,014,532.70 |
| TRANSMISSION SERVICE | \$1,565,385.41 | \$1,389,581.42 | \$1,905,260.30 | \$1,441,227.51 | \$1,700,417.64 | \$2,063,322.77 | \$1,684,069.11 |
| UPLIFT | \$71,116.20 | \$39,425.49 | \$45,237.62 | \$32,287.54 | \$50,567.06 | \$87,232.09 | \$37,149.06 |
| RESIDUALS | (\$166,899.66) | (\$178,855.91) | (\$116,363.88) | (\$89,940.66) | (\$151,796.54) | (\$79,949.73) | (\$146,446.63) |
| ANCILLARY SERVICES | \$1,473,067.47 | \$1,434,561.46 | \$1,419,816.78 | \$1,461,681.68 | \$1,468,731.58 | \$1,506,422.49 | \$1,476,720.01 |
| TCC | \$1,281,402.60 | \$1,073,605.14 | \$2,158,165.78 | \$1,378,739.47 | \$1,696,510.37 | \$2,422,249.30 | \$1,742,932.45 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ENERGY | \$5,703,399.93 | \$7,115,544.39 | \$7,321,771.37 | \$9,305,498.75 | \$17,063,484.10 | \$24,298,095.05 | \$16,963,430.66 |
| TRANSMISSION SERVICE | \$1,330,932.65 | \$1,525,721.96 | \$1,756,308.85 | \$1,001,807.54 | \$3,173,007.06 | \$4,102,656.83 | \$3,390,876.36 |
| UPLIFT | \$29,805.03 | \$37,238.95 | \$48,011.40 | \$24,727.75 | \$923,527.68 | \$94,158.19 | \$66,117.61 |
| RESIDUALS | (\$126,038.90) | (\$208,269.05) | (\$172,326.48) | (\$200,173.08) | (\$112,848.96) | (\$303,893.21) | (\$240,483.95) |
| ANCILLARY SERVICES | \$1,387,200.86 | \$1,435,574.84 | \$1,416,636.29 | \$1,532,452.77 | \$1,850,497.68 | \$1,864,612.69 | \$1,593,117.54 |
| TCC | \$1,173,611.03 | \$1,370,786.39 | \$292,535.43 | \$522,352.08 | \$4,119,356.30 | \$6,758,780.05 | \$4,508,008.72 |
| | 27 | 28 | | | | | |
| ENERGY | \$15,691,477.20 | \$15,328,220.49 | | | | | |
| TRANSMISSION SERVICE | \$3,279,590.73 | \$3,645,014.57 | | | | | |
| UPLIFT | \$130,471.33 | \$149,123.06 | | | | | |
| RESIDUALS | (\$15,633.08) | \$115,206.97 | | | | | |
| ANCILLARY SERVICES | \$1,867,768.11 | \$1,894,994.08 | | | | | |
| TCC | \$3,798,880.18 | \$4,809,625.15 | | | | | |

