Date Filed: November 09, 2026

Witness: Mark P. Baldwin, Clifford G. Williams, Leanne M. Landry and John G. Griffin
Request from: Office of Education, Outreach, and Enforcement

Question:

(MS24A-VENDOR-LINE) Refer to Exhibit ACCT-2 CLP-1 and Confidential Exhibit ACCT-2 CLP-1A-17, pp. 100-151. The Company reported an incremental charge of $1,285,629 for the Midcon Energy Services Inc vendor. The charge applies to travel (i.e., mobilization and demobilization), standby, and work. Respond to the following:

a. Referring to pp. 118-121 and pp. 134-136, explain why the vendor was permitted to submit Eversource Contractor Storm Daily Time & Work Reports without completing any Event Start Times (box 24) and Event End Times (box 25). As part of the response, explain how the Company was able to verify the accuracy of the reported travel time (box 10), standby time (box 11), and work time (box 12).
b. Referring to p. 150-151 (as a 1st example), explain why the vendor was permitted to bill for 6.5 hours of mobilization from Beacon Falls CT to Windsor CT and four hours for demobilization when that commute would typically take less than 1 hour, or less than 1.5 hours after applying a 1.3 factor increase. As part of the response, provide any communication between the Company and the vendor that occurred prior to the approval of the invoice substantiating the travel hours billed.
c. Referring to p. 137-138 (as a 2nd example), explain why the vendor was permitted to bill for four hours of demobilization from Norwalk CT to Windsor CT when that commute would typically take less than 1.5 hours, or less than 2 hours after applying a 1.3 factor increase. As part of the response, provide any communication between the Company and the vendor that occurred prior to the approval of the invoice substantiating the travel hours billed.
d. Referring to pp. 101-105, provide the information within an unlocked Excel spreadsheet and supplement each of the travel hours billed to the Company (i.e., mobilization on 1/9/24, travel on 1/10/24, and demobilization, on 1/10/24) with details for the starting and ending locations, the number of miles between the two locations, and provide any communication between the Company and the vendor that occurred prior to the approval of the invoice substantiating the travel hours billed.

Revised Response:

There was an inadvertent typographical error in the number of hours (4 hours vs. 6.5) in the original response to EOE-239 part b. The response should have stated the following:

The Mobilization timesheets from Beacon Fall, CT to Windsor, CT were submitted at 6.5 hours of travel. This travel did occur during rush hour traffic and it was communicated via the Mobilization timesheet that they encountered trouble locating hotels to accommodate the large contingent and then drove to East Granby, CT to be on standby. Based on these conditions and the time of day, the number of travel hours was not considered excessive and was therefore approved.

Original Response:

a. The Company confirmed that this crew arrived onsite for their first shift on 01/10/2024 at 6:00am. These crews traveled from Windsor, CT to their first location, which was to Norwalk, CT confirming that the stated travel time of 2 hours was well within the approved travel time. There was no standby time submitted on these timesheets. Based on the number of tickets and the various locations that these crews had to travel to and from, the 6.5 hours of working time would be appropriate and was therefore approved.

b. The Mobilization timesheets from Beacon Fall, CT to Windsor, CT were submitted at 4 hours of travel. This travel did occur during rush hour traffic and it was communicated via the Mobilization timesheet that they encountered trouble locating hotels to accommodate the large contingent and then drove to East Granby, CT to be on standby. Based on these conditions and the time of day, the number of travel hours was not considered excessive and was therefore approved.

c. The Demobilization timesheets were from Hartford, CT to Beacon Falls, CT which would allow for an acceptable travel time of 1.5 hours. Communication was received during the Demobilization travel that these crews encountered a major traffic accident during the travel home and therefore the 4 hours of travel were approved.

d. Please refer to EOE-239, Attachment 1, for requested travel breakdown. There were no additional discussions with the Contractor regarding travel during the invoice review process. All hours were considered acceptable and were therefore approved.

Please note that the travel mileage was not captured for timesheets under the working tab because crews traveled between multiple work locations during their shifts. Although mileage was not separately tracked within the timesheet, the invoice review process included an assessment of the work locations to validate the travel incurred. Based on that review, the travel charges were found to be consistent with the locations where the work was performed. Included in the referenced attachment are the job locations and the total number of work assignments.