Date Filed: September 01, 2026

Witness: Edward A. Davis, Kimberly R. Parsons and Amparo Nieto
Request from: National Railroad Passenger Corp. (Amtrak)

Question:

Produce all electronic workpapers (including Excel files with formulas and links intact) supporting, underlying, or used in preparation of Exhibit CLP-ACOS-2, Exhibit CLP-MCOS-2, and Exhibit CLP-RATES-2.

Response:

Please refer to OCC-365, Attachment 1, for the workpapers used in the preparation of Exhibit CLP-ACOS-2, Exhibit CLP-MCOS-2, and Exhibit CLP-RATES-2.

Date Filed: September 01, 2026

Witness: Edward A. Davis and Kimberly R. Parsons
Request from: National Railroad Passenger Corp. (Amtrak)

Question:

Produce all electronic workpapers (including Excel files with formulas and links intact) used to develop the proposed class revenue allocation reflected in Exhibit CLP-RATES-2, including all calculations, adjustments, and intermediate steps used to translate the class revenue responsibilities reflected in Exhibit CLP-ACOS-2 into the proposed class revenue allocation.

Response:

Please refer to OCC-365, Attachment 1, at pages 31-32 and 36 of 40, for the workpapers used to develop the class revenue allocations reflected in Exhibit CLP-RATES-2.

Date Filed: September 01, 2026

Witness: Edward A. Davis and Kimberly R. Parsons
Request from: National Railroad Passenger Corp. (Amtrak)

Question:

Produce all electronic workpapers (including Excel files with formulas and links intact) used to develop the proposed customer charges, demand rates, and volumetric rates for each rate class, as reflected in CLP-RATES-2, including all calculations, adjustments, and intermediate steps used to translate marginal cost results reflected in Exhibit MCOS-2 into the proposed rates.

Response:

Please refer to OCC-365, Attachment 1, at page 32, for the workpaper used to develop the proposed demand and volumetric rates for each rate class and pages 37-38 for the workpapers used to develop the proposed customer charges for each rate class, as reflected in Exhibit CLP-RATES-2.

Date Filed: September 01, 2026

Witness: Edward A. Davis and Kimberly R. Parsons
Request from: National Railroad Passenger Corp. (Amtrak)

Question:

Produce any schedules, presentations, analyses, or workpapers used in evaluating, considering, or implementing any departure from the class revenue responsibilities reflected in Exhibit CLP-ACOS-2 in the development of proposed rates.

Response:

Please refer to OCC-365, Attachment 1, at pages 31-36, for the workpapers used in developing class revenue responsibilities and that show differences from the class revenue responsibilities reflected in Exhibit CLP-ACOS-2 in the development of the proposed rates provided in Exhibit CLP-RATES-2.

Date Filed: September 09, 2026

Witness: Jared A. Lawrence, Edward A. Davis and Kimberly R. Parsons
Request from: National Railroad Passenger Corp. (Amtrak)

Question:

For electric service rates 55, 56, 57, and 58, identify the interval length currently used for billing determinants, and explain whether AMI deployment will change the interval length or billing methodology. Was AMI deployed by Eversource CT for these rate classes, and if so, at what point?

Response:

For electric service rates that apply a demand-based billing determinant, such as Rates 55, 56, 57, and 58, the interval length currently used for billing determinants is 30 minutes.

AMI deployment will collect interval data every 15 minutes for residential customers, and five minutes for commercial customers. Such interval data can be utilized to determine billing determinants under the current 30-minute billing demand and other billing determinant definitions and methodologies. A change to, or introduction of new billing determinant definitions or billing methodology will require full examination and associated design of rates and review and approval by PURA, for any component of service utilizing billing determinants (including both demand and time-of-use related determinants) based on such intervals.

AMI has not yet been approved by PURA, therefore Eversource has not yet begun implementing AMI meters to customers in Connecticut.