

Nevada
Supporting Documentation for Revenue Neutral Rate Adjustments in Step 2

	(A)	(B)	(C)	(D)
	2011 FY Demand @ Current Intrastate Rates	2011 FY Demand @ 7/2/13 Proposed Intrastate Rates	Col B - Col A	Total
Source	Exhibit NV, Col E	Exhibit NV, Col I		
End Office Grouping				
1) Reducing intrastate rate elements, that are higher than their functionally equivalent interstate rates, to be at parity with Tariff FCC No. 1 resulted in a revenue reduction of:				\$ (4,523)
2) Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of:				\$ 4,523
3) DEDICATED END OFFICE PORT TERM	\$83,993	\$88,516	\$4,523	
4) Net Revenue Reductions Available for the use of other remaining categories:				\$ (1)
Terminating Tandem Transport Grouping				
5) Reducing intrastate rate elements, that are higher than their functionally equivalent interstate rates, to be at parity with Tariff FCC No. 1 resulted in a revenue reduction of:				\$ (50,825)
6) Net Amount carried over from the End Office Grouping:				\$ (1)
7) Total amount available for rate adjustments in the Terminating Tandem Transport Grouping:				\$ (50,826)
8) Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of:				\$ 3,996
9) TANDEM SW. TRANS. FAC.- FIXED TERM	\$13,794	\$15,326	\$1,533	
10) TANDEM SWITCHING- TERM	\$42,644	\$45,108	\$2,464	
11) Net Revenue Reductions Available for the use of other remaining categories:				\$ (46,830)
Other Services Grouping				
12) Reducing intrastate rate elements, that are higher than their functionally equivalent interstate rates, to be at parity with Tariff FCC No. 1 resulted in a revenue reduction of:				\$ -
13) Net amount carried over from Terminating Tandem Transport Grouping:				\$ (46,830)
14) Total amount available for rate adjustments in the Other Services Grouping:				\$ (46,830)
15) Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of:				\$ 46,828
16) DS1 DT CHAN MIL> 0 SEG	\$588	\$1,639	\$1,051	
17) DS1 DT CHAN MIL> 0 SEG	\$14,266	\$33,594	\$19,328	
18) DS1 DT CHAN MIL> 0 IOM	\$83,681	\$84,708	\$1,027	
19) DS1 MUX - DS1 TO VG/DIG - DTT	\$0	\$202	\$202	
20) DS3 ENT. FAC.	\$24,002	\$32,714	\$8,713	
21) DS3 DT CHAN MIL>0 SEG	\$1,785	\$4,251	\$2,466	
22) DS3 DT CHAN MIL>0 IOM	\$8,376	\$14,536	\$6,160	
23) DS3 MUX - DS3 TO DS1 - DTT	\$4,165	\$12,046	\$7,881	
24) Net amount (below) / over revenue neutrality across the three groupings				\$ (2)