

**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
<u>Source</u>		Exhibit NV, Col E	Exhibit NV, Col I		
<b><u>End Office Grouping</u></b>					
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:	Exhibit NV, Col J				\$ (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:	Sum of Col C for this grouping				\$ 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:	Row 1 + Row 2				\$ (1)
<b><u>Terminating Tandem Transport Grouping</u></b>					
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:	Exhibit NV, Col J				\$ (50,825)
6) Net Amount carried over from the End Office Grouping:	Row 4				\$ (1)
7) Total amount available for rate adjustments in the Terminating Tandem Transport Grouping:	Row 5 + Row 6				\$ (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:	Sum of Col C for this grouping				\$ 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:	Row 7 + Row 8				\$ (46,830)
<b><u>Other Services Grouping</u></b>					
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:	Exhibit NV, Col J				\$ -
13) Net amount carried over from Terminating Tandem Transport Grouping:	Row 11				\$ (46,830)
14) Total amount available for rate adjustments in the Other Services Grouping:	Row 12 + Row 13				\$ (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:	Sum of Col C for this grouping				\$ 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	Row 14 + Row 15				\$ (2)