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| Filing Date: | 6/17/2013 |
| Filing Entity: | OKLAHOMA COMMUNICATION SYSTEMS, INC |
| Transmittal Number: | 173 Amended Q12015 |
| COSA: | 431984 |

| | TY 2012-2013 (Note 2) | | TY 2013-2014 (Note 3) | |
|--|-----------------------|-----------|-----------------------|-----------|
| Most Recently Filed Interstate Switched Access Revenue Requirement | Input | \$349,555 | F7 | \$349,555 |
| TY Baseline Adjustment Factor (BAF) | 0.95 | 0.95 | .95*.95 | 0.9025 |
| BAF X Most Recently Filed Interstate Switched Access Revenue Requirement | F7*F8 | \$332,077 | H7*H8 | \$315,473 |
| Total Expected Maximum Interstate Revenue | Sum of Col. H | \$133,497 | Sum of Col. K | \$121,015 |
| Interstate Eligible Recovery | F9-F10 | \$198,580 | H9-H10 | \$194,458 |

| TY 2012-2013 Interstate Rate and Eligible Recovery Calculations | | | | | | | | TY 2013-2014 Interstate Calculations | | |
|--|-------|---|---|--------------------------------|---------------------------|--|-----------------------------------|--------------------------------------|-----------------------------------|--|
| Interstate Tariff Section | USOC | Interstate Switched Access Rate Element | Unit of Demand (e.g., MOU or DS1) | 12/29/11 Interstate Rate | 7/1/2012 Proposed Rate | TY 2012-2013 Expected Maximum Revenue | TY 2012-2013 Expected Units | 7/1/2013 Proposed Rate | TY 2013-2014 Expected Units | TY 2013-2014 Expected Maximum Revenue |
| Input | Input | Input (Note 1) | Input | Input | Input | Input | Input | Input | Input | E*G |
| | | ** LOCAL SWITCHING ** | | | | | | | | |
| 17.2.3(C) | | Local Switching | MOU | \$0.005136 | \$0.005136 | | | \$0.005136 | | |
| | | | | | | | | | | |
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| | | ** INFORMATION ** | | | | | | | | |
| 17.2.3(C) | | Information Surcharge | MOU | \$0.008693 | \$0.008693 | | | \$0.008693 | | |
| 17.2.2 | | 800 DB Queries-Basic | MOU | \$0.002300 | \$0.002300 | | | \$0.002300 | | |
| 17.2.2 | | 800 DB Queries-Vertical | MOU | | | | | | | |
| | | | | | | | | | | |
| | | ** TANDEM-SWITCHED TRANSPORT AND TANDEM ** | | | | | | | | |
| 17.2.2 | | Tandem Switched Transport-Facility | MOU Miles | \$0.000019 | \$0.000019 | | | \$0.000019 | | |
| 17.2.2 | | Tandem Switched Transport-Termination | MOU | \$0.000090 | \$0.000090 | | | \$0.000090 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | ** SIGNALING FOR TANDEM SWITCHING ** | | | | | | | | |
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| | | | | | | | | | | |
| | | ** DIRECT-TRUNKED TRANSPORT ** | | | | | | | | |
| 17.2.2 | | Dedicated Transport-Facility | DS-1 | \$12.40 | \$12.40 | | | \$12.40 | | |
| 17.2.2 | | Dedicated Transport-Termination | DS-1 | \$61.13 | \$61.13 | | | \$61.13 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | ** DEDICATED SIGNALING TRANSPORT ** | | | | | | | | |
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| | | ** ENTRANCE FACILITIES ** | | | | | | | | |
| 17.2.2 | | Entrance Facilities | DS-1 | \$114.53 | \$114.53 | | | \$114.53 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | ** LINE INFORMATION DATABASE ** | | | | | | | | |
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| | | | | | | | | | | |
| | | ** BILLING NAME AND ADDRESS ** | | | | | | | | |
| 17.4.1 (A) | | Access Order Charge | Per Order | \$69.75 | \$69.75 | | | \$69.75 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Total TY 2012-2013 Expected Maximum Interstate Revenue (Sum of Col. H) | | | | | | | \$133,497 | | | \$121,015 |

Note 1: Enter one rate element per line under the relevant category. Insert rows as necessary.

Note 2: This worksheet, the 2013 RoR ILEC Interstate Rates worksheet, has both non-shaded and shaded cells. Both types of cells must be populated with data and formulas. The non-shaded cells in this worksheet are the same as the cells in the 2012 RoR ILEC Interstate Rates worksheet, which was filed as part of the TY 2012-2013 annual filing. The data and the formulas set out in the non-shaded cells in the 2013 worksheet should be identical to the data and formulas in the 2012 worksheet.

Note 3: The shaded cells in this worksheet require new data, or reflect new formulas or headings.

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| TY 2013-2014 Intrastate Rate and Eligible Recovery Calculations | | | | | | | | | | | | | | | | | | | TY 2013-2014 Intrastate Rate and Eligible Recovery Calculations | | | | |
|---|---------------------------------|-------|--|---|----------------------------------|----------------------------------|--|--|--|-----------------------------------|--|--|---------------------------------------|--|---|---|--|--|---|--|---------------------------------------|---|--|
| Intrastate Tariff Section | Interstate Tariff Section | USOC | Intrastate and Interstate Switched Access Rate Elements for Transitional Intrastate Access Service Categories | Unit of Demand (e.g., MOU or DSJ) | 12/29/2011 Intrastate Rate | 12/29/2011 Intrastate Rate | FY 2011 Intrastate Units: Terminating for Non- Dedicated or Originating and Terminating for Dedicated Elements | Intrastate Price-Out with 12/29/2011 Rates and FY 2011 Units | Interstate Price-Out with 12/29/2011 Rates and FY 2011 Units | 50% of Price-Out Difference | 7/1/2012 Proposed Intrastate Rate | Intrastate Price-Out with 7/1/2012 Proposed Rates and FY 2011 Units | Intrastate Price-Out Difference | FY 2011 Actual Intrastate Revenue | 95% of FY 2011 Actual Intrastate Revenue | TY 2012- 2013 Expected Intrastate Units | TY 2012- 2013 Expected Maximum Intrastate Revenue | TY 2012- 2013 Intrastate Eligible Recovery | 7/1/2013 Proposed Intrastate Rate | Intrastate Price-Out with 7/1/2013 Proposed Rates and FY 2011 Units | Intrastate Price-Out Difference | TY 2013-2014 Expected Intrastate Units | TY 2013- 2014 Expected Maximum Intrastate Revenue |
| Input | Input | Input | Input (Note 1) | Input | Input | Input | Input | F*H | G*H | .5*(I-J) | Input | L*H | I-M | Input | .95*O | Input | L*Q | P-R | Input | T*H | I-U | Input | T*W |
| | | | ** TERMINATING END OFFICE ACCESS SERVICE ** | | | | | | | | | | | | | | | | | | | | |
| | | | Terminating Carrier Common Line | | | | | | | | | | | | | | | | | | | | |
| 3.8 | N/A | | Carrier Common Line | MOU | \$0.012200 | \$0.000000 | | | | | \$0.006098 | | | | | | | | \$0.000000 | | | | |
| | | | Terminating Local Switching | | | | | | | | | | | | | | | | | | | | |
| 6.8.2(A) | 17.2.3(C) | C | Local Switching | MOU | \$0.012100 | \$0.005136 | | | | | \$0.016266 | | | | | | | | \$0.005136 | | | | |
| | | | Terminating Other (e.g., information surcharge, Transport or Residual Interconnection Charges) | | | | | | | | | | | | | | | | | | | | |
| 6.8.2(D) | 17.2.3(C) | C | Information Surcharge | MOU | \$0.040700 | \$0.008693 | | | | | \$0.032747 | | | | | | | | \$0.008693 | | | | |
| 6.8.2(B) | N/A | | End Office Line Termination | MOU | \$0.015300 | \$0.000000 | | | | | \$0.000000 | | | | | | | | \$0.000000 | | | | |
| 6.8.2(C) | N/A | | End Office Intercept | MOU | \$0.016138 | \$0.000000 | | | | | \$0.000000 | | | | | | | | \$0.000000 | | | | |
| | | | ** TERMINATING TANDEM-SWITCHED TRANSPORT ACCESS SERVICE ** | | | | | | | | | | | | | | | | | | | | |
| | | | Terminating Tandem-Switched Common Transport | | | | | | | | | | | | | | | | | | | | |
| 6.8.1(A)(2) | N/A | | Common Transport- Facility | MOU Miles | | | | | | | \$0.000000 | | | | | | | | \$0.000000 | | | | |
| 6.8.1(A)(1) | N/A | | Common Transport- Termination (Term End Only) | MOU | | | | | | | \$0.000000 | | | | | | | | \$0.000000 | | | | |
| | | | Terminating Tandem Switching | | | | | | | | | | | | | | | | | | | | |
| | 17.2.2 | | Tandem Switching | MOU | | \$0.001953 | | | | | \$0.042187 | | | | | | | | \$0.001953 | | | | |
| | | | ** ORIGINATING AND TERMINATING DEDICATED TRANSPORT ACCESS SERVICE ** | | | | | | | | | | | | | | | | | | | | |
| | | | Originating and Terminating Entrance Facilities | | | | | | | | | | | | | | | | | | | | |
| | 17.2.2 | | Entrance Facilities | DS-1 | \$114.53 | \$114.53 | | | | | \$114.53 | | | | | | | | \$114.53 | | | | |
| | | | Originating and Terminating Tandem-Switched Dedicated Transport | | | | | | | | | | | | | | | | | | | | |
| | 17.2.2 | | Tandem Transport Facility | MOU | \$0.000802 | \$0.000019 | | | | | \$0.000411 | | | | | | | | \$0.000019 | | | | |
| | 17.2.2 | | Tandem Transport Termination | MOU | \$0.003798 | \$0.000090 | | | | | \$0.001944 | | | | | | | | \$0.000090 | | | | |
| | | | Originating and Terminating Direct-Trunked Transport | | | | | | | | | | | | | | | | | | | | |
| | 17.2.2 | | Dedicated Transport-Facility | DS-1 | \$12.40 | \$12.40 | | | | | \$12.40 | | | | | | | | \$12.40 | | | | |
| | 17.2.2 | | Dedicated Transport-Termination | DS-1 | \$61.13 | \$61.13 | | | | | \$61.13 | | | | | | | | \$61.13 | | | | |
| | | | Uncollected Access as of March 31, 2012 for FY | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 6.8.1(A)(1) | N/A | | Trunk Activation Per Trunk per Non-LTR tariff | Per Trunk | \$204.88 | \$0.00 | | | | | | | | | | | | | | | | | |
| | | | HALO | 14-121 | | | | | | | | | | | | | | | | | | | |
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Note 1: Enter one rate element per line under the relevant category. Insert rows as necessary.

Note 2: This worksheet, the 2013 RoR ILEC Intrastate Rates worksheet, has both non-shaded and shaded cells. Both types of cells must be populated with data and formulas. The non-shaded cells in this worksheet are the same as the cells in the 2012 RoR ILEC Intrastate Rates worksheet, which was filed as part of the TY 2012-2013 annual filing. The data and the formulas set out in the non-shaded cells in the 2013 worksheet should be identical to the data and formulas in the 2012 worksheet.

Note 3: The shaded cells in this worksheet require new data, or reflect new formulas or headings.

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| | TY 2012-2013 (Note 2) | | TY 2013-2014 (Note 3) | |
|---|-----------------------|---------|-----------------------|---------|
| Reciprocal Compensation Eligible Recovery Revenue | O20 | 170,570 | W20 | 162,042 |
| Reciprocal Compensation Eligible Recovery Expense | J26 | 78,683 | U26 | 74,749 |
| Net Reciprocal Compensation Eligible Recovery | E7-E8 | 91,887 | G7-G8 | 87,293 |

| Reciprocal Compensation Eligible Recovery Revenue Calculations | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------------|-------------|------------------------------|-----------------------------|-------------------------|--|---------------------------|---|--------------------|----------------------|------------------------------|-------------------------------|------------------------|---|--|---|--------------------|----------------------|------------------------------|-------------------------------|---------------------------|---|
| Reciprocal Compensation | | | Equivalent Interstate Access | | | TY 2102-2013 Revised Reciprocal Compensation Rate and Eligible Recovery Calculations | | | | | | | | | TY 2013-2014 Revised Reciprocal Compensation Rate and Eligible Recovery Calculations | | | | | | | |
| Revenue Category (Note 1) | FY 2011 Revenue | FY 2011 MOU | FY 2011 Average Rate | FY 2011 Terminating Revenue | FY 2011 Terminating MOU | FY 2011 Average Rate | July 1, 2012 Average Rate | Price Out with July 1, 2012 Average Rates and FY 2011 Units | Revenue Difference | % Revenue Difference | TY 2012-2013 Expected Demand | TY 2012-2013 Expected Revenue | 95% of FY 2011 Revenue | TY 2012-2013 Rec. Comp. Eligible Recovery Revenue | July 1, 2013 Average Rate | Price Out with July 1, 2013 Average Rates and FY 2011 Units | Revenue Difference | % Revenue Difference | TY 2013-2014 Expected Demand | TY 2013-2014 Expected Revenue | 90.25% of FY 2011 Revenue | TY 2013-2014 Rec. Comp. Eligible Recovery Revenue |
| | Input | Input | B/C | Input | Input | E/F | (D-G)/2+G or D | H*C | B - I | (J/B)*100 | Input | H*L | .95*B | N-M | Min D or G | P*C | B - Q | (R/B)*100 | Input | P*T | .9025*B | V-U |
| End Office Switching | | | | | | | | | | | | | | | | | | | | | | |
| Tandem Switching | | | 0.000000 | | | 0.000000 | 0.000000 | 0 | 0 | N/A | 0 | 0 | 0 | 0 | 0.000000 | 0 | 0 | N/A | | 0 | 0 | 0 |
| Common Transport | | | 0.000000 | | | 0.000000 | 0.000000 | 0 | 0 | N/A | | 0 | 0 | 0 | 0.000000 | 0 | 0 | N/A | | 0 | 0 | 0 |
| Transport and Termination | | | 0.000000 | | | 0.000000 | 0.000000 | 0 | 0 | N/A | | 0 | 0 | 0 | 0.000000 | 0 | 0 | N/A | | 0 | 0 | 0 |
| Total | 179,548 | | | 56,625 | | | | 144,340 | 35,207 | 19.61% | 0 | 0 | 170,570 | 170,570 | | 109,133 | 70,415 | 0 | 0 | 0 | 162,042 | 162,042 |

| TY 2012-2013 Reciprocal Compensation Eligible Recovery Expense Calculations | | | | | | | | | |
|---|-----------------|-------------|----------------------|----------------------|---------------------------|---------------------------|-------------------------------|------------------------|---|
| Expense Category | FY 2011 Expense | FY 2011 MOU | FY 2011 Average Rate | % Revenue Difference | July 1, 2012 Average Rate | TY 2012-2013 Expected MOU | TY 2012-2013 Expected Expense | 95% of FY 2011 Expense | TY 2012-2013 Rec. Comp. Eligible Recovery Expense |
| | Input | Input | B/C | K20 | D*(1-E) | Input | F*G | .95*B | I-H |
| Total Expense | | | 0.008860 | 19.61% | 0.007123 | 0 | 0 | | |

| TY 2013-2014 Reciprocal Compensation Eligible Recovery Expense Calculations | | | | | |
|---|---------------------------|---------------------------|-------------------------------|---------------------------|---|
| % Revenue Difference | July 1, 2013 Average Rate | TY 2013-2014 Expected MOU | TY 2013-2014 Expected Expense | 90.25% of FY 2011 Expense | TY 2013-2014 Rec. Comp. Eligible Recovery Expense |
| S20 | D*(1-P) | Input | Q*R | .9025*B | T-S |
| 39.22% | 0.005385 | | | 0 | 74,749 |

Note 1: Use rows 16, 17, and 18 for traffic carried pursuant to reciprocal compensation agreements that specify separate rates for end office switching, tandem switching, and common transport. Use row 19 for traffic carried pursuant to reciprocal compensation agreements that specify only a single transport and termination rate.

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