

FACILITIES FOR INTERSTATE ACCESS

CHECK SHEET

Title Page 1 and Pages 1 to 24-7 inclusive of this tariff are effective as of the date shown. Original and revised pages, as named below are in effect on the date indicated.

<u>Page</u>	<u>Number of Revision Except As Indicated</u>	<u>Page</u>	<u>Number of Revision Except As Indicated</u>	<u>Page</u>	<u>Number of Revision Except As Indicated</u>
Title 1	Original	26	1st	1-1	2nd
Title 2	3rd	27	Original		
		28	Original	2-1	Original
1	50th *	29	Original	2-2	Original
2	7th *	30	Original	2-3	Original
3	9th *	31	Original	2-4	Original
4	2nd	32	Original	2-5	Original
5	7th *	33	Original	2-6	Original
6	6th	34	2nd	2-7	Original
7	2nd	35	Original	2-8	Original
8	2nd	36	Original	2-9	Original
9	3rd	37	Original	2-10	1st
10	1st	38	Original	2-10.1	Original
11	28th	39	Original	2-10.2	Original
12	15th	40	Original	2-10.3	Original
13	1st	41	5th	2-10.4	Original
14	Original	42	Original	2-11	Original
15	Original	43	Original	2-12	Original
16	Original	44	1st	2-13	Original
17	Original	45	Original	2-14	Original
18	Original	46	2nd	2-15	Original
19	Original	47	Original	2-16	Original
20	Original	48	Original	2-17	Original
21	3rd	49	Original	2-18	Original
22	2nd	50	Original	2-19	Original
23	8th	51	Original	2-20	Original
23.1	3rd	52	Original	2-21	Original
24	4th	53	Original	2-22	Original
25	Original	54	Original	2-23	Original
				2-24	Original
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				2-28	Original

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FACILITIES FOR INTERSTATE ACCESS

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2-29	Original	2-59	Original	2-89	Original
2-30	Original	2-60	2nd	2-90	Original
2-31	Original	2-61	Original	2-91	Original
2-32	Original	2-62	Original	2-92	Original
2-33	Original	2-63	Original	2-93	Original
2-34	Original	2-64	2nd	2-94	Original
2-35	Original	2-65	Original	2-95	Original
2-36	1st	2-66	Original	2-96	Original
2-37	Original	2-67	Original	2-97	Original
2-38	Original	2-68	Original	2-98	Original
2-39	1st	2-69	Original	2-99	Original
2-40	2nd	2-70	Original	2-100	1st
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2-43	Original	2-73	Original	2-103	1st
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2-45.4	Original *	2-79	1st	2-109	1st
2-45.5	Original *	2-80	1st	2-110	1st
2-45.6	Original *	2-81	1st	2-111	3rd
2-45.7	Original *	2-82	1st	2-112	Original
2-45.8	Original *	2-83	1st	2-113	Original
2-45.9	Original *	2-84	1st	2-114	Original
2-46	Original	2-85	1st	2-115	Original
2-47	Original	2-86	1st	2-116	Original
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2-50	Original				
2-51	Original				
2-52	Original				
2-53	Original				
2-54	Original				
2-55	Original				
2-56	Original				
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2-119	Original	4-1	Original	4-31	Original
2-120	2nd	4-2	Original	4-32	Original
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3-24	Original	4-30	Original	4-60	1st *
3-25	Original			4-61	Original
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FACILITIES FOR INTERSTATE ACCESS

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4-167	1st *	4-202	Original	5-9	Original
4-168	1st *	4-203	Original	5-10	Original
4-169	2nd *	4-204	4th *	5-11	Original
4-170	2nd *	4-205	4th *	5-12	Original
4-171	1st *	4-206	4th *	5-13	Original
4-172	1st *	4-207	5th *	5-14	1st
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FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

2.7.3 Meet Point Billing (Cont'd)

(B) Multiple Bill Option

The Multiple Bill option allows all Telephone Companies providing service to bill the customer for their portion of a jointly provided access service. Each Telephone Company will:

- determine its portion of the Switched Transport and/or Special Transport as set forth in 2.7.3(C);
- determine the applicable charges and bill in accordance with its tariff;
- include all recurring and nonrecurring rates and charges of its tariff; and
- forward the bill to the customer.

The customer will remit the payments directly to each Telephone Company.

(C) Meet Point Billing Mileage Calculation

Each Telephone Company's portion of the Switched Transport and/or Special Transport mileage will be determined as follows:

- (1) For Switched Access Tandem-Switched Transport Services, determine the appropriate Tandem-Switched Transport - Facility total miles by computing the number of miles from the access tandem to the serving wire center in the Access Area (i.e., end user serving wire center, or WATS Serving Office), using the V&H method as set forth in the NECA Tariff FCC No. 4. For Special Access Services, and Switched Access Direct-Trunked Transport determine the appropriate Special Transport or Direct-Trunked Transport total miles by computing the number of miles between the serving wire centers involved (i.e., CDL serving wire center, Hub Wire Center, WATS Serving Office, end office, or access tandem) using the V&H method as set forth in the NECA Tariff FCC No. 4. Where the calculated miles include a fraction, the value is rounded up to the next full mile.
- (2) Determine the billing percentage (BP), as set forth in the NECA Tariff FCC No. 4. This represents the portion of the Service provided by each telephone company.
- (3) For Switched Access Tandem-Switched Transport; (a) multiply the number of access minutes of use times the number of airline miles as set forth in (1), times the BP of each Telephone Company as set forth in (2), times the Tandem-Switched Transport - Facility rate; (b) multiply the Tandem-Switched Transport - Termination rate times the number of access minutes times the quantity of terminations. When Terminating Tandem Switched Transport is provided through a Frontier Telephone ILEC access Tandem and the Terminating End Office is not owned by a Frontier Telephone ILEC Company or through an ILEC Access Tandem not owned by a Frontier Telephone ILEC Company and the Terminating End Office is owned by a Frontier Telephone ILEC Company, Terminating – Tandem 3rd Party rates are applicable, otherwise Terminating – Tandem End Office rates are applicable. When originating Tandem Switched Transport is provided, Originating rates are applicable.

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FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

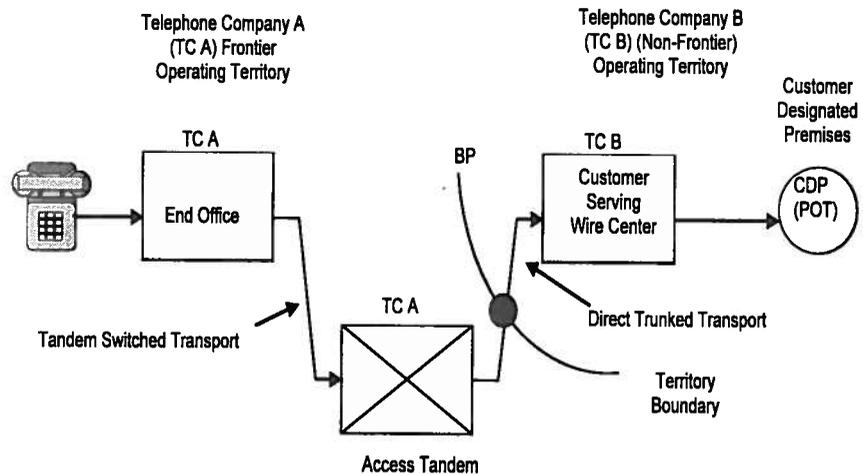
2.7.3 Meet Point Billing (Cont'd)

(C) Meet Point Billing Mileage Calculation

(3) (Cont'd)

Example 1: Originating Switched Access
 (See Diagram 1)

- Feature Group D Switched Access is ordered to End Office.
- Originating End Office and Access Tandem are in the operating territory of a Telephone Company (TC-A).
- Customer Designated Premises is in the operating territory of a Telephone Company (TC-B)
- Assumptions:
 - TC-A Direct Trunk Transport BP = 40%
 - TC-B Direct Trunk Transport BP = 60%
 - Direct Trunked Transport mileage = 26 mi.
 - Tandem Switched Transport mileage = 23 mi.
- Diagram 1



(N)

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FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

2.7.3 Meet Point Billing (Cont'd)

(C) Meet Point Billing Mileage Calculation

(N)

(3) (Cont'd)

Example 1: Originating Switched Access (Cont'd)
(See Diagram 1)

- Telephone Company A charges are:
 - End Office charges = 9,000 min. x EO rate
 - Tandem Switched Transport Facility charge = 9,000 min. x 23 mi. x TSF rate
 - Tandem Switched Transport Termination charge = 2 terminations x 9,000 min. x TST rate
 - Tandem Switching Rate = 9,000 min. x TS rate
 - Direct Trunked Facility charge = 26 mi. x DTF rate x 40%
 - Direct Trunked Termination charge = 1 termination x DTT rate
 - Shared Multiplexing charge = 9,000 min. x SM rate

Example 2: Terminating Switched Access – Tandem 3rd Party
(See Diagram 2A and 2B)

- Feature Group D Switched Access is ordered to End Office.
- Terminating Access Tandem is owned by Frontier Telephone ILEC Companies (TC-A) and End Office is owned by a non-Frontier Telephone Company (TC – B).
- Assumptions:
 - *TC-A Direct Trunk Transport BP = 40%
 - *TC-B Direct Trunk Transport BP = 60%
 - Direct Trunk Transport mileage = 26 mi.
 - TC-A Tandem Switched Transport BP = 20%
 - TC-B Tandem Switched Transport BP = 80%
 - Tandem Switched Transport mileage = 23 mi.

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*Where applicable see Diagram 2A

FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

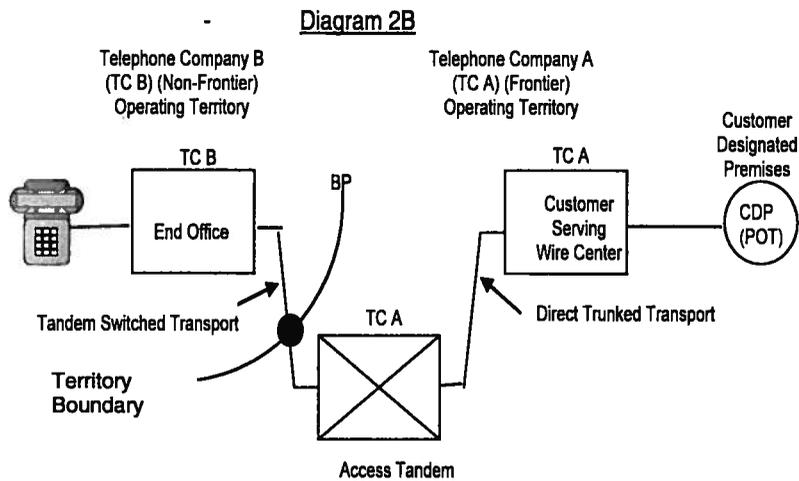
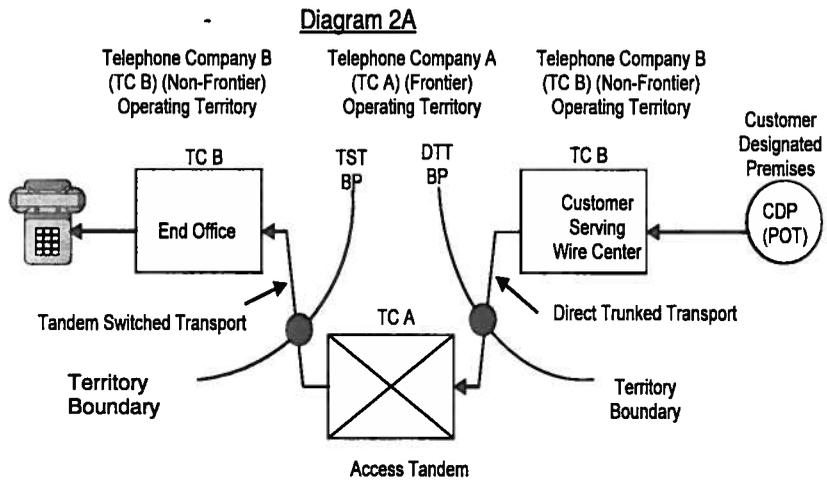
2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

2.7.3 Meet Point Billing (Cont'd)

(C) Meet Point Billing Mileage Calculation

(3) (Cont'd)

Example 2: Terminating Switched Access – Tandem 3rd Party (Cont'd)
(See Diagram 2A and 2B)



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FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

2.7.3 Meet Point Billing (Cont'd)

(C) Meet Point Billing Mileage Calculation

(N)

(3) (Cont'd)

Example 2: Terminating Switched Access – Tandem 3rd Party (Cont'd)
(See Diagram 2A and 2B)

- Telephone Company A charges are:
 - Tandem Switched Transport Facility-3rd Party charge
= 9,000 min. x 23 mi. x TSF-3rd Party rate x 20%
 - Tandem Switched Transport Termination-3rd Party charge
= 1 termination x 9,000 min. x TST – 3rd Party rate
 - Tandem Switching-3rd Party Rate = 9,000 min. x TS-3rd Party rate
 - Direct Trunked Facility charge
2A = 26 miles. x DTF rate x 40%
2B = 26 miles. x DTF rate
 - Direct Trunked Termination charge
2A = 1 termination x DTT rate
2B = 2 termination x DTT rate
 - Shared Multiplexing 3rd Party Charge = 9,000 min. x SM-3rd Party rate

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FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

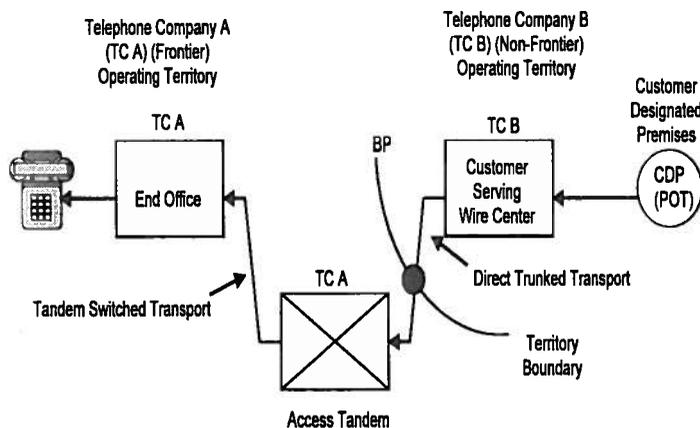
2.7.3 Meet Point Billing (Cont'd)

(C) Meet Point Billing Mileage Calculation

(3) (Cont'd)

Example 3: Terminating Switched Access - Tandem End Office
(See Diagram 3)

- Feature Group D Switched Access is ordered to End Office.
- Terminating End Office and Access Tandem are both owned by Frontier Telephone ILEC Companies (TC-A).
- Assumptions:
 - TC-A Direct Trunk Transport BP = 40%
 - TC-B Direct Trunk Transport BP = 60%
 - Direct Trunk Transport mileage = 26 mi.
 - Tandem Switched Transport mileage = 23 mi.
- Diagram 3



FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

2.7.3 Meet Point Billing (Cont'd)

(C) Meet Point Billing Mileage Calculation

(3) (Cont'd)

(N)

Example 3 –Terminating Switched Access Tandem End Office (Cont'd)
(See Diagram 3)

- Telephone Company A charges are:
- End Office Charges = 9,000 min. x EO rate
- Tandem Switched Facility – End Office charge
= 9,000 min. x 23 mi. x TSF-End Office rate.
- Tandem Switched Transport Termination –End Office charge
= 2 terminations x 9.000 min. x TST-End Office rate.
- Tandem Switching – End Office charge
= 9,000 min. x TS-End Office rate
- Direct Trunked Facility Charge
= 26 miles x DTF rate x 40%
- Direct Trunked Termination charge
= 1 termination x DTT rate
- Shared Multiplexing charge
= 9,000 min. x SM-End Office rate

(N)

FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

2.7.3 Meet Point Billing (Cont'd)

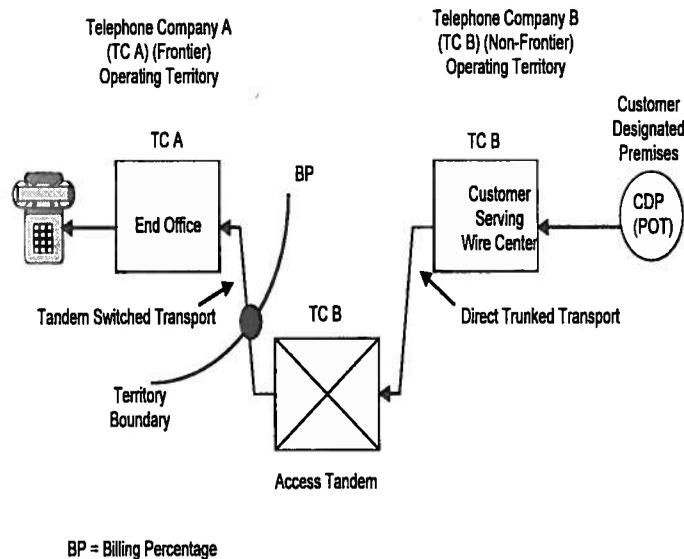
(C) Meet Point Billing Mileage Calculation

(3) (Cont'd)

Example 4: Terminating Switched Access-Tandem 3rd Party
(See Diagram 4)

- Feature Group D Switched Access is ordered to End Office.
- End Office is owned by Frontier Telephone Company (TC-A).
- Access Tandem is owned by a non-Frontier Telephone ILEC Company (TC-B).

Diagram 4



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FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

2.7.3 Meet Point Billing (Cont'd)

(C) Meet Point Billing Mileage Calculation

(N)

(3) (Cont'd)

Example 4: Terminating Switched Access-Tandem 3rd Party (Cont'd)
(See Diagram 4)

- Telephone Company A charges are:
- End Office charges = 9,000 min x EO rate
- Tandem Switched Facility -3rd Party charge
= 9,000 min. x 23 mi. x TSF-3rd Party rate x 80%
- Tandem Switched Termination -3rd party charge
= 1 termination x 9,000 min. x TST-3rd Party rate

(N)

FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

2.7.3 Meet Point Billing (Cont'd)

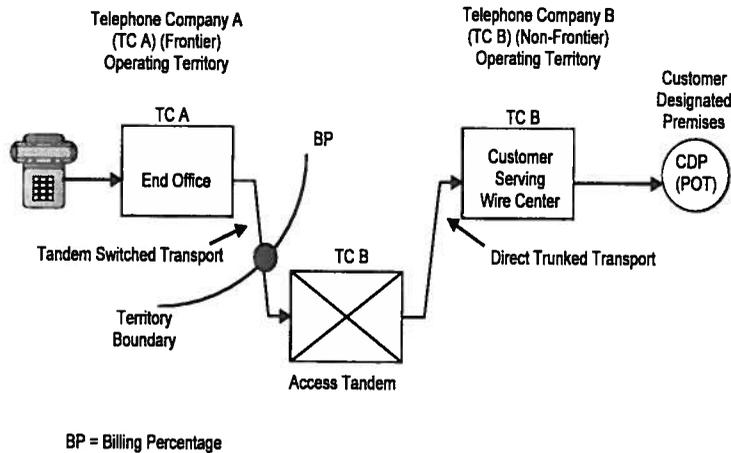
(C) Meet Point Billing Mileage Calculation

(3) (Cont'd)

Example 5: Originating Switched Access - Frontier Telephone ILEC Company owns only the End Office.
(See Diagram 5)

- Feature Group D Switched Access is ordered to End Office.
- End Office is owned by Frontier Telephone Companies (TC-A).
- Access Tandem is owned by a non-Frontier Telephone ILEC Company (TC-B)
- Assumptions:
 - Direct Trunk Transport mileage = 26 mi.
 - TC-A Tandem Switched Transport BP = 80%
 - TC-B Tandem Switched Transport BP = 20%
 - Tandem Switched Transport mileage = 23 mi.

Diagram 5



(N)

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FACILITIES FOR INTERSTATE ACCESS

2. GENERAL REGULATIONS (Cont'd)

2.7 FIA Services Provided By More Than One Telephone Company (Cont'd)

2.7.3 Meet Point Billing (Cont'd)

(C) Meet Point Billing Mileage Calculation

(3) (Cont'd)

Example 5: Originating Switched Access - Frontier Telephone ILEC Company owns only the End Office. (Cont'd)
(See Diagram 5)

- Telephone Company A charges are:
- End Office charges = 9,000 min. x EO rate
- Tandem Switched Transport Facility charge
= 9,000 min. x 23 mi. x TSF rate x 80%.
- Tandem Switched Transport Termination charge
= 1 termination x 9,000 min. x TST rate.

(4) For Special Access and for Switched Access Direct-Trunked Transport, multiply the number of airline miles as in (1), times the BP for each telephone company as in (2), times the Special Transport or Direct-Trunked Transport Facility rate elements. For DS1 and DS3 Special Transport and DS1 and DS3 Direct-Trunked Transport, multiply the Special Transport Termination or Direct-Trunked Transport Termination rate times the number of terminations provided by the Telephone Company.

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FACILITIES FOR INTERSTATE ACCESS

4. SWITCHED ACCESS (Cont'd)4.2 Description of Switched Access (Cont'd)4.2.3 Description of Switched Transport (Cont'd)(C) Direct-Trunked Transport (Cont'd)

- between an EIS Cross Connect arrangement located in a Telephone Company wire center and a different serving wire center, end office or Telephone Company access tandem.
- and a serving wire center and end office where Tandem Switch Signaling is provided as described in 4.2.5 (AC) and 4.2.21.

The Direct-Trunked Transport Rate is flat-rated and has both distance-sensitive and nondistance-sensitive components. The distance-sensitive mileage recovers costs of the transmission facilities, including intermediate transmission circuit equipment, between the end points of the circuit. There are two non-distance sensitive components; the termination which recovers costs of circuit equipment at the ends of the transmission links, and the trunk port component which recovers costs of the trunk ports. A Dedicated Trunk Port charge shall be assessed on a per voicegrade or DS1 channel terminating at an end office or access tandem. Direct-Trunked Transport is not provided at Telephone Company end offices that are not capable of measuring switched access minutes of use. These end offices are specified in NECA Tariff FCC No. 4.

(D) Tandem-Switched Transport

The Tandem-Switched Transport Rate is assessed upon customers for the use of transport from a serving wire center to an end office that is switched at a Telephone Company access tandem. The Tandem-Switched Transport rate shall also be assessed for transport between a Telephone Company access tandem and end office, between a host end office and a remote end office and between a FGA dial tone office and other end offices in the local calling area. Tandem-Switched Transport consists of circuits used in common by multiple customers from the Telephone Company access tandem to an end office. For examples of Tandem Switched Transport see Section 2.7.3 preceding. (N)

The Tandem-Switched Transport Rate includes four subelements, a Tandem-Switched Transport - Facility, a Tandem-Switched Transport - Termination, Tandem Switching Rate, and Shared Multiplexing. The Tandem-Switched Transport - Facility is usage rated and distance-sensitive, i.e., a per access minute per airline mile rate. The rate recovers costs of the transmission facilities, including intermediate transmission circuit equipment, between the end points of the circuit. The Tandem-Switched Transport - Termination is a usage rated, per minute rate to recover costs incurred at the ends of the transmissions links. The Tandem Switching Rate is a usage rated, per minute rate to recover a portion of the tandem switching costs. The Tandem Switching Rate is not applicable for transport between a host end office and a remote end office or to FGA Transport. For Tandem Switched Transport, a Shared Multiplexing Rate will be assessed to all minutes of use from the Telephone Company Access Tandem to an end office. The Shared Multiplexing rate recovers multiplexing costs on the end office side of the tandem. (N)

FACILITIES FOR INTERSTATE ACCESS

4. SWITCHED ACCESS (Cont'd)

4.6 Rates and Charges (Cont'd)

4.6.2 Switched Transport

(A) Tandem-Switched Transport - Facility

<u>Jurisdiction</u>	<u>Tandem-Switched Transport - Facility</u>		
	<u>Per Originating Access</u> <u>Minute Per Airline Mile</u>	<u>Per Terminating Access</u> <u>Minute Per Airline Mile</u>	
California-WC – End Office	0.0000020	0.0000020	(T)
Idaho – End Office	0.0000020	0.0000020	(T)
Illinois – End Office			(T)
Zone 1	0.0000020	0.0000020	
Zone 2	0.0000020	0.0000020	
Zone 3	0.0000020	0.0000020	
Indiana – End Office	0.0000020	0.0000020	(T)
Michigan – End Office	0.0000020	0.0000020	(T)
N Carolina- End Office			(T)
Zone 1	0.0000020	0.0000020	
Zone 2	0.0000020	0.0000020	
Zone 3	0.0000020	0.0000020	
California-WC – 3 rd Party		0.0000020	(T)
Idaho – 3 rd Party		0.0000020	
Illinois- 3 rd Party			
Zone 1		0.0000020	
Zone 2		0.0000020	
Zone 3		0.0000020	
Indiana – 3 rd Party		0.0000020	
Michigan – 3 rd Party		0.0000020	
N Carolina- 3 rd Party			
Zone 1		0.0000020	
Zone 2		0.0000020	
Zone 3		0.0000020	(T)

FACILITIES FOR INTERSTATE ACCESS

4. SWITCHED ACCESS (Cont'd)

4.6 Rates and Charges (Cont'd)

4.6.2 Switched Transport (Cont'd)

(A) Tandem-Switched Transport – Facility (Cont'd)

<u>Jurisdiction</u>	<u>Tandem-Switched Transport - Facility</u>		
	<u>Per Originating</u>	<u>Per Terminating</u>	
	<u>Access</u>	<u>Access</u>	
	<u>Minute Per</u>	<u>Minute Per</u>	
	<u>Airline Mile</u>	<u>Airline Mile</u>	
Ohio – End Office	0.0000020	0.0000020	(T)
Oregon – End Office			(T)
Zone 1	0.0000020	0.0000020	
Zone 2	0.0000020	0.0000020	
Zone 3	0.0000020	0.0000020	
S Carolina – End Office	0.0000020	0.0000020	(T)
Washington – End Office			(T)
Zone 1	0.0000020	0.0000020	
Zone 2	0.0000020	0.0000020	
Zone 3	0.0000020	0.0000020	
Wisconsin – End Office	0.0000020	0.0000020	(T)
Ohio – 3 rd Party		0.0000020	
Oregon – 3 rd Party			
Zone 1		0.0000020	
Zone 2		0.0000020	
Zone 3		0.0000020	
S Carolina – 3 rd Party		0.0000020	
Washington – 3 rd Party			
Zone 1		0.0000020	
Zone 2		0.0000020	
Zone 3		0.0000020	
Wisconsin – 3 rd Party		0.0000020	

FACILITIES FOR INTERSTATE ACCESS

4. SWITCHED ACCESS (Cont'd)

4.6 Rates and Charges (Cont'd)

4.6.2 Switched Transport (Cont'd)

(B) Tandem-Switched Transport - Termination

<u>Jurisdiction</u>	<u>Tandem-Switched Transport - Termination</u> Per Access Minute, per <u>Termination</u>	
California-WC – End Office	0.0000000	(T)
Idaho – End Office	0.0000000	(T)
Illinois- End Office		(T)
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
Indiana – End Office	0.0000000	(T)
Michigan – End Office	0.0000000	(T)
N Carolina – End Office		(T)
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
California-WC – 3 rd Party	0.0000000	(T)
Idaho – 3 rd Party	0.0000000	
Illinois- 3 rd Party		
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
Indiana – 3 rd Party	0.0000000	
Michigan – 3 rd Party	0.0000000	
N Carolina -3 rd Party		
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	(T)

FACILITIES FOR INTERSTATE ACCESS

4. SWITCHED ACCESS (Cont'd)

4.6 Rates and Charges (Cont'd)

4.6.2 Switched Transport (Cont'd)

(B) Tandem-Switched Transport – Termination (Cont'd)

<u>Jurisdiction</u>	<u>Tandem-Switched Transport - Termination</u> Per Access Minute, per Termination		
Ohio – End Office	\$0.0000000	(T)	
Oregon – End Office		(T)	
Zone 1	0.0000000		
Zone 2	0.0000000		
Zone 3	0.0000000		
S Carolina – End Office	0.0000000	(T)	
Washington – End Office		(T)	
Zone 1	0.0000000		
Zone 2	0.0000000		
Zone 3	0.0000000		
Wisconsin – End Office	0.0000000	(T)	
Ohio – 3 rd Party	\$0.0000000		
Oregon -3 rd Party			
Zone 1	0.0000000		
Zone 2	0.0000000		
Zone 3	0.0000000		
S Carolina – 3 rd Party	0.0000000		
Washington – 3 rd Party			
Zone 1	0.0000000		
Zone 2	0.0000000		
Zone 3	0.0000000		
Wisconsin – 3 rd Party	0.0000000		(T)

FACILITIES FOR INTERSTATE ACCESS

4. SWITCHED ACCESS (Cont'd)

4.6 Rates and Charges (Cont'd)

4.6.2 Switched Transport (Cont'd)

(C) Tandem Switching Rate

<u>Jurisdiction</u>	<u>Tandem Switching Rate</u>		
	<u>Per Originating Access Minute</u>	<u>Per Terminating Access Minute</u>	
California-WC – End Office	0.0021296	0.0021296	(T)
Idaho – End Office	0.0024000	0.0024000	(T)
Illinois – End Office			(T)
Zone 1	0.0018445	0.0018445	
Zone 2	0.0018445	0.0018445	
Zone 3	0.0018445	0.0018445	
Indiana – End Office	0.0024000	0.0024000	(T)
Michigan – End Office	0.0030000	0.0030000	(T)
N Carolina – End Office			(T)
Zone 1	0.0016490	0.0016490	
Zone 2	0.0016490	0.0016490	
Zone 3	0.0016490	0.0016490	
California-WC – 3 rd Party		0.0021296	(T)
Idaho – 3 rd Party		0.0024000	
Illinois – 3 rd Party			
Zone 1		0.0018445	
Zone 2		0.0018445	
Zone 3		0.0018445	
Indiana – 3 rd Party		0.0024000	
Michigan – 3 rd Party		0.0030000	
N Carolina – 3 rd Party			
Zone 1		0.0016490	
Zone 2		0.0016490	
Zone 3		0.0016490	(T)

FACILITIES FOR INTERSTATE ACCESS

4. SWITCHED ACCESS (Cont'd)

4.6 Rates and Charges (Cont'd)

4.6.2 Switched Transport (Cont'd)

(C) Tandem Switching Rate (Cont'd)

<u>Jurisdiction</u>	<u>Tandem Switching Rate</u>			
	<u>Per Originating Access Minute</u>	<u>Per Terminating Access Minute</u>		
Ohio – End Office	0.0024000	0.0024000	(T)	
Oregon – End Office			(T)	
Zone 1	0.0043318	0.0043318		
Zone 2	0.0043318	0.0043318		
Zone 3	0.0043318	0.0043318		
S Carolina – End Office	0.0024000	0.0024000	(T)	
Washington – End Office			(T)	
Zone 1	0.0036642	0.0036642		
Zone 2	0.0036642	0.0036642		
Zone 3	0.0036642	0.0036642		
Wisconsin – End Office	0.0024000	0.0024000	(T)	
Ohio – 3 rd Party		0.0024000		
Oregon – 3 rd Party				
Zone 1		0.0043318		
Zone 2		0.0043318		
Zone 3		0.0043318		
S Carolina -3 rd Party		0.0024000		
Washington -3 rd Party				
Zone 1		0.0036642		
Zone 2		0.0036642		
Zone 3		0.0036642		
Wisconsin – 3 rd Party		0.0024000		(T)

FACILITIES FOR INTERSTATE ACCESS

4. SWITCHED ACCESS (Cont'd)

4.6 Rates and Charges (Cont'd)

4.6.2 Switched Transport (Cont'd)

(D) Shared Multiplexing

<u>Jurisdiction</u>	<u>Shared Multiplexing</u> <u>Per Access</u> <u>Minute</u>	
California-WC – End Office	0.0000000	(T)
Idaho – End Office	0.0000000	(T)
Illinois – End Office		(T)
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
Indiana – End Office	0.0000000	(T)
Michigan- End Office	0.0000000	(T)
N Carolina – End Office		(T)
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
California-WC -3 rd Party	0.0000000	(T)
Idaho – 3 rd Party	0.0000000	
Illinois – 3 rd Party		
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
Indiana – 3 rd Party	0.0000000	
Michigan- 3 rd Party	0.0000000	
N Carolina – 3 rd Party		
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	(T)

FACILITIES FOR INTERSTATE ACCESS

4. SWITCHED ACCESS (Cont'd)

4.6 Rates and Charges (Cont'd)

4.6.2 Switched Transport (Cont'd)

(D) Shared Multiplexing (Cont'd)

<u>Jurisdiction</u>	<u>Shared Multiplexing</u> <u>Per Access</u> <u>Minute</u>	
Ohio – End Office	\$0.0000000	(T)
Oregon – End Office		(T)
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
S Carolina – End Office	0.0000000	(T)
Washington – End Office		(T)
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
Wisconsin – End Office	0.0000000	
Ohio – 3 rd Party	\$0.0000000	(T)
Oregon – 3 rd Party		
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
S Carolina -3 rd Party	0.0000000	
Washington – 3 rd Party		
Zone 1	0.0000000	
Zone 2	0.0000000	
Zone 3	0.0000000	
Wisconsin – 3 rd Party	0.0000000	(T)