Reporting Month for	2019-12-01
Company	ACE
Tariff Schedule	ACE

| | Circuit Information | | |

Filing Date:	6/21/2018
Filing Entity:	MSNC
Transmittal Number:	25
Units (Rows 2):	

	TY 2012-2013 (Rows 3)		TY 2014-2015		TY 2016-2017		TY 2018-2019		TY 2020-2021
									continued on cell G65
Most Recently Filed Interstate-Switched Access Revenue Requirement:	AP	11,429,000	AP	11,429,000	AP	11,429,000	AP	11,429,000	AP 11,429,000
TY Earnings Sharing Adjustment (Year 2)	0.1%	0.1%	0.96%	0.96%	2.97% AP	3.13%	2.97% AP	3.13%	0.96% 0.96%
Total Expected Maximum Interstate-Switched Access Revenue Requirement	$12,000,000	$12,000,000	$11,540,000	$11,540,000	$11,769,000	$11,769,000	$11,769,000	$11,769,000	$11,540,000 $11,540,000
Total Expected Maximum Interstate Revenue	Sum of Col. K	$12,000,000	Sum of Col. K	$11,540,000	Sum of Col. K	$11,769,000	Sum of Col. K	$11,769,000	Sum of Col. K $11,540,000
Interstate True-up Adjustment	NA	—	NA	—	(578)	(1,131,122)	(587)[1]	(1,148,122)	(587)[1] (1,148,122)
Interstate Eligible Recovery	Fill F22	10,571,000	Fill K22	10,409,878	10,638,422	10,637,878	10,638,422	10,620,878	10,638,422 10,391,878

Interstate Composite Terminating End Office Rate Calculations (Note 3)

	TY 2012-2013		TY 2014-2015		TY 2016-2017		TY 2018-2019	
2nd Office Originating and Terminating Revenue in (12/31/2011-Rates and FY-2011-Demand	G79	—	G79	—	G79	—	—	—
FY-2011-Originating and Terminating-Local Switching MOU	M7	—	M7	—	M7	—	—	—
2011 Baseline Composite Terminating End Office Rate	0.0[2]	#DIV/0!	0.0[2]	#DIV/0!	0.0[2]	#DIV/0!	—	#DIV/0!
TY Expected Maximum Terminating End Office Revenue	Sum of Col. H	10,571,000	Sum of Col. H	10,409,878	Sum of Col. H	10,638,422	Sum of Col. H	10,620,878
TY Expected Maximum Terminating End Office Revenue	F79	#DIV/0!	J79	#DIV/0!	L79	#DIV/0!	N79	#DIV/0!
TY Expected Terminating Local Switching MOU	Input	—	Input	—	Input	—	Input	—
TY Effective Composite Terminating End Office Rate (to determine compliance)	M10/M13	#DIV/0!	M10/M13	#DIV/0!	M10/M13	#DIV/0!	M10/M13	#DIV/0!

Interstate Eligible Recovery Summary (continued from cell M5)

	TY 2017-2018		TY 2018-2019	
Most Recently Filed Interstate-Switched Access Revenue Requirement	AP	11,429,000	AP	11,429,000
TY True-Up Adjustment (Year 2)	0.1%	0.1%	0.96%	0.96%
Total Expected Maximum Interstate-Switched Access Revenue Requirement	$12,000,000	$12,000,000	$11,540,000	$11,540,000
Total Expected Maximum Interstate Revenue	$12,000,000	$12,000,000	$11,540,000	$11,540,000
Interstate True-up Adjustment	$578	$1,131,122	$587[1]	$1,148,122
Interstate Eligible Recovery	$10,638,422	$10,638,422	$10,620,878	$10,391,878

TY 2012-2013 Investment Rate and Eligible Recovery Calculations

Interstate Tariff Section	USOA	Interstate Switched Access Rate Element	Unit of Demand (e.g., MOU or Line)	12/31/12 Interstate Rate	7/1/2013 Proposed Rate	TY 2013-2014 Expected Maximum Revenue	7/1/2013 Proposed Rate	TY 2013-2014 Expected Units	TY 2013-2014 Expected Maximum Revenue	TY 2012-2013 Actual Realized Units	TY 2012-2013 Expected Units Actual Realized Units	TY 2012-2013 Maximum Revenue	TY 2012-2013 True-Up Revenue	TY 2012-2013 Originating and Terminating End Office Units	End Office Prices End with 12/30/2011 Rates and FY 2011 Units	7/1/2014 Proposed Terminating End Office Rate	TY 2014-2015 Expected Terminating End Office Units	TY 2014-2015 Expected Maximum Revenue	7/1/2014 Proposed Sate Wide Average Proposal Terminating End Office Rate	TY 2014-2015 Expected Units Other Than Terminating End Office Units	TY 2014-2015 Expected Maximum Revenue Other Than Terminating End Office Revenue	TY 2014-2015 Total Expected Maximum Revenue	TY 2014-2015 Actual Realized Units	TY 2014-2015 Expected Units Less Actual Realized Units	TY 2014-2015 Maximum Revenue	TY 2014-2015 True-Up Revenue
Input	Input	Input (Note 2)	Input	Input	Input	Input	$*$	Input	Input	$*$	Input (Note 10)	G, H	Input (Notes 4, 7)	$*$TM or $*$TN-$*$TS	Input	$*$*	Input (Note 11)	$*$	Input (Note 12)	Input	$*$*	Input (Note 13)	Input	Input (Note 14)	$*$*	$*$*
		***** MAIN ARTERIAL *****																								
		Corporate End Office Terminating Rate	MOU	—	—	—			—			—	—					—				—					—
		** AERIAL SWITCHING **																								
		** INFORMATION **																								

Filing Date:	6/17/2018
Filing Entity:	MRAC
Transmittal Number:	20
CODE:	C

	TY 2012-2013 (Note 2)	TY 2013-2014	TY 2014-2015	TY 2015-2016	TY 2016-2017	TY 2017-2018	TY 2018-2019 (Note 3)
Total TY 2011 Actual Revenue for Transitional Intrastate Access Service Rate Elements	Sum of Col. P	$43,143	Sum of Col. T	$43,143	Sum of Col. Y	$43,143	Sum of Col. AD
Total TY 2011 Adjusted Revenue a Total of 2011 Actual Intrastate Intrastate Access Service Rate Elements	$47,274	$47,274	$47,274	$47,274	$47,274	$47,274	$47,274
Total Expected Maximum Transitional Intrastate Access Service Revenue	Sum of Col. R	#VALUE!	Sum of Col. AB	#VALUE!	Sum of Col. AF	#VALUE!	Sum of Col. AH
Intrastate True-up Adjustment	AB68	#VALUE!	AB68	#VALUE!	AB68	#VALUE!	BB68
Total Intrastate Eligible Recovery	Sum of Col. S	#VALUE!	AB68 - R	#VALUE!	AB68 - AB	#VALUE!	BB68 - AH

TY 2012-2013 Intrastate Rate and Eligible Recovery Calculations

Intrastate Tariff Section	Interstate Tariff Section	USOR	Intrastate and Interstate Switched Access Rate Elements for Transitional Intrastate Access Service Categories	Unit of Demand (e.g., MOU or DS3)	TY 2012-2013 Intrastate Rate	TY 2012-2013 Intrastate Rate	FY 2011 Actual Intrastate Units Terminating Dedicated or Originating Terminating Dedicated Elements	Intrastate Price-Out with Intrastate Rates and FY 2011 Units	Intrastate Price-Out Difference	98% of Price-Out Difference	TO:2012 Proposed Intrastate Rate	Intrastate Price-Out with TO:2012 Proposed Intrastate Rates and FY 2011 Units	Intrastate Price-Out Difference
Output	Input	Input	Input (Note 1)	Input	Input	Input	Input	F*H	G*H	IF(I>0)	Input	L*H	J-M
			** TERMINATING END OFFICE ACCESS SERVICE **										
			Composite Intrastate Terminating Rate	MOU	—	—	—	—	—	—	—	—	—
			Terminating Carrier Common Line										
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
			Terminating Local Switching										
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
			Terminating Other (e.g., information surcharge, Transport or Residual interconnection Charge)										
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
			** TERMINATING TANDEM CERTIFIED TRANSPORT ACCESS SERVICE **										
			Terminating Tandem Switched Common Transport										
								0	0	0		0	0
6.8.1 (A)			INTER Term Transport	MOU		0.0008		0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
			Terminating Tandem Switching										
								0	0	0		0	0
6.8.1 (A)			INTER Term Tandem Switching	MOU		0.0007		0	0	0		0	0
								0	0	0		0	0
6.8.1			INTRA Term Switch & Transport	MOU	0.0018	0.0002	243,132,146	443,843	387,478	-23,916	0.0018	443,843	0
								0	0	0		0	0
								0	0	0		0	0
			** DEDICATED AND TERMINATING DEDICATED TRANSPORT ACCESS SERVICE **										
			Originating and Terminating Entrance Facilities										
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
			Originating and Terminating Tandem-Switched Dedicated Transport										
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
			Originating and Terminating Direct-Trunked Transport										
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
								0	0	0		0	0
Total							243,132,146	443,843	387,478	-23,916		443,843	0

TY 2013-2014 Intrastate Rate and Eligible Recovery Calculations

Intrastate Tariff Section	Interstate Tariff Section	USOR	Intrastate and Interstate Switched Access Rate Elements for Transitional Intrastate Access Service Categories	Intrastate Price-Out with Intrastate Rates and FY 2011 Units	Intrastate Price-Out Difference	FY 2011 Actual Intrastate Revenue	98% of FY 2011 Actual Intrastate Revenue	TY 2012-2013 Expected Intrastate Units	TY 2012-2013 Maximum Intrastate Revenue	LY 2012-2013 Intrastate Eligible Recovery
Output	Input	Input	Input (Note 1)	Input	Input	Input	RF*D	Input	L*Q	J-R
			** TERMINATING END OFFICE ACCESS SERVICE **							
			Composite Intrastate Terminating Rate	—	—	—	—	—	—	—
			Terminating Carrier Common Line							
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
			Terminating Local Switching							
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
			Terminating Other (e.g., information surcharge, Transport or Residual interconnection Charge)							
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
			** TERMINATING TANDEM CERTIFIED TRANSPORT ACCESS SERVICE **							
			Terminating Tandem Switched Common Transport							
				0	0	0				0
6.8.1 (A)			INTER Term Transport	0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
			Terminating Tandem Switching							
				0	0	0				0
6.8.1 (A)			INTER Term Tandem Switching	0	0	0				0
				0	0	0				0
6.8.1			INTRA Term Switch & Transport	0.0014	441,847	0	NO TRF	#VALUE!	170,614,521	14,455,384
				0	0	0				
				0	0	0				
			** DEDICATED AND TERMINATING DEDICATED TRANSPORT ACCESS SERVICE **							
			Originating and Terminating Entrance Facilities							
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
			Originating and Terminating Tandem-Switched Dedicated Transport							
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
			Originating and Terminating Direct-Trunked Transport							
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
				0	0	0				0
Total										

TY 2014-2015 Intrastate Rate and Eligible Recovery Calculations

Intrastate Tariff Section	Interstate Tariff Section	USOR	Intrastate and Interstate Switched Access Rate Elements for Transitional Intrastate Access Service Categories	TO:2013 Proposed Intrastate Rate	Intrastate Price-Out with TO:2013 Proposed Intrastate Rates and FY 2011 Units	Intrastate Price-Out Difference	TY 2013-2014 Expected Intrastate Units	TY 2013-2014 Maximum Intrastate Revenue	TY 2013-2014 Actual Realized Intrastate Units	TY 2013-2014 Actual Realized Intrastate Units	TY 2013-2014 Expected Intrastate Units Less Actual Realized Intrastate Units	TY 2013-2014 Maximum Intrastate Revenue	TY 2013-2014 True-Up Intrastate Revenue	Intrastate Terminating End Office Fixed Rate at 1Q:2013 Level	1Q:2014 Proposed Intrastate Rate	TY 2014-2015 Expected Intrastate Units	TY 2014-2015 Maximum Intrastate Revenue
Output	Input	Input	Input (Note 1)	Input	Input	Input	Input	T*U	1-U	Input	L*W	Input (Note 4)	O-V	Input (Notes 5, 6)	V*X or Web Admin	Input (Note 7)	Input from 2014 Roll SAC Intrastate Rates, column N, or 2014 Roll SAC Intrastate Rates, AH2 (Notes 8 and 9)
			** TERMINATING END OFFICE ACCESS SERVICE **														
			Composite Intrastate Terminating Rate	—	—	—	—	—	—	—	—	—	—	—	—	—	#DIV/0!
			Terminating Carrier Common Line														
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
			Terminating Local Switching														
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
			Terminating Other (e.g., information surcharge, Transport or Residual interconnection Charge)														
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
				0	0	0					0	—	—	—	—	—	#DIV/0!
			** TERMINATING TANDEM CERTIFIED TRANSPORT ACCESS SERVICE **														
			Terminating Tandem Switched Common Transport														
				0	0	0					0	—	—	—	—	—	—
6.8.1 (A)			INTER Term Transport	0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
			Terminating Tandem Switching														
				0	0	0					0	—	—	—	—	—	—
6.8.1 (A)			INTER Term Tandem Switching	0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
6.8.1			INTRA Term Switch & Transport	0.0014	441,847	0	NO TRF	#VALUE!	170,614,521	14,455,384	—	—	—	166,766	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
			** DEDICATED AND TERMINATING DEDICATED TRANSPORT ACCESS SERVICE **														
			Originating and Terminating Entrance Facilities														
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
			Originating and Terminating Tandem-Switched Dedicated Transport														
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
			Originating and Terminating Direct-Trunked Transport														
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
				0	0	0					0	—	—	—	—	—	—
Total																	#DIV/0!

TY 2015-2016 Intrastate Rate and Eligible Recovery Calculations

Intrastate Tariff Section	Interstate Tariff Section	USOR	Intrastate and Interstate Switched Access Rate Elements for Transitional Intrastate Access Service Categories	TY 2014-2015 Actual Realized Intrastate Units	TY 2014-2015 Actual Realized Intrastate Units	TY 2014-2015 Expected Intrastate Units Less Actual Realized Intrastate Units	TY 2014-2015 Maximum Intrastate Revenue	TY 2014-2015 True-Up Intrastate Revenue	1Q:2015 Proposed Intrastate Rate	TY 2015-2016 Expected Intrastate Units	TY 2015-2016 Maximum Intrastate Revenue
Output	Input	Input	Input (Note 1)	Input (Note 10)	W-Aw	Input (Notes 11, 12)	AW	Input (Notes 5, 13)	AX	Input	AY*AX
			** TERMINATING END OFFICE ACCESS SERVICE **								
			Composite Intrastate Terminating Rate	—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			Terminating Carrier Common Line								
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
			Terminating Local Switching								
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			Terminating Other (e.g., information surcharge, Transport or Residual interconnection Charge)								
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	0	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			** TERMINATING TANDEM CERTIFIED TRANSPORT ACCESS SERVICE **								
			Terminating Tandem Switched Common Transport								
				—	—	0	—	—	—	—	—
6.8.1 (A)			INTER Term Transport	—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
			Terminating Tandem Switching								
				—	—	0	—	—	—	—	—
6.8.1 (A)			INTER Term Tandem Switching	—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
6.8.1			INTRA Term Switch & Transport	—	—	0	—	—	0.0024	15,857,168	38,058
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
			** DEDICATED AND TERMINATING DEDICATED TRANSPORT ACCESS SERVICE **								
			Originating and Terminating Entrance Facilities								
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
			Originating and Terminating Tandem-Switched Dedicated Transport								
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
			Originating and Terminating Direct-Trunked Transport								
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
				—	—	0	—	—	—	—	—
Total											#DIV/0!

TY 2016-2017 Intrastate Rate and Eligible Recovery Calculations

Intrastate Tariff Section	Interstate Tariff Section	USOR	Intrastate and Interstate Switched Access Rate Elements for Transitional Intrastate Access Service Categories	TY 2015-2016 Actual Realized Intrastate Units	TY 2015-2016 Actual Realized Intrastate Units	TY 2015-2016 Expected Intrastate Units Less Actual Realized Intrastate Units	TY 2015-2016 Maximum Intrastate Revenue	TY 2015-2016 True-Up Intrastate Revenue	1Q:2016 Proposed Intrastate Rate	TY 2016-2017 Expected Intrastate Units	TY 2016-2017 Maximum Intrastate Revenue
Output	Input	Input	Input (Note 1)	Input (Note 10)	AK-AX	Input (Notes 11, 12)	AM	Input (Notes 5, 13)	AN	Input	AO*AN
			** TERMINATING END OFFICE ACCESS SERVICE **								
			Composite Intrastate Terminating Rate	—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			Terminating Carrier Common Line								
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			Terminating Local Switching								
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			Terminating Other (e.g., information surcharge, Transport or Residual interconnection Charge)								
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			** TERMINATING TANDEM CERTIFIED TRANSPORT ACCESS SERVICE **								
			Terminating Tandem Switched Common Transport								
				—	—	—	—	—	—	—	—
6.8.1 (A)			INTER Term Transport	—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			Terminating Tandem Switching								
				—	—	—	—	—	—	—	—
6.8.1 (A)			INTER Term Tandem Switching	—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
6.8.1			INTRA Term Switch & Transport	—	—	—	—	—	0.0024	15,931,166	38,234
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			** DEDICATED AND TERMINATING DEDICATED TRANSPORT ACCESS SERVICE **								
			Originating and Terminating Entrance Facilities								
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			Originating and Terminating Tandem-Switched Dedicated Transport								
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			Originating and Terminating Direct-Trunked Transport								
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
Total											#DIV/0!

TY 2017-2018 Intrastate Rate and Eligible Recovery Calculations

Intrastate Tariff Section	Interstate Tariff Section	USOR	Intrastate and Interstate Switched Access Rate Elements for Transitional Intrastate Access Service Categories	TY 2016-2017 Actual Realized Intrastate Units	TY 2016-2017 Actual Realized Intrastate Units	TY 2016-2017 Expected Intrastate Units Less Actual Realized Intrastate Units	TY 2016-2017 Maximum Intrastate Revenue	TY 2016-2017 True-Up Intrastate Revenue	1Q:2017 Proposed Intrastate Rate	TY 2017-2018 Expected Intrastate Units	TY 2017-2018 Maximum Intrastate Revenue
Output	Input	Input	Input (Note 1)	Input (Note 10)	AR-AX	Input (Notes 11, 12)	AM*AT or AMN*AN	Input (Notes 5, 13)	AO or AP	Input	AU*BD
			** TERMINATING END OFFICE ACCESS SERVICE **								
			Composite Intrastate Terminating Rate	—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			Terminating Carrier Common Line								
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			Terminating Local Switching								
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			Terminating Other (e.g., information surcharge, Transport or Residual interconnection Charge)								
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			** TERMINATING TANDEM CERTIFIED TRANSPORT ACCESS SERVICE **								
			Terminating Tandem Switched Common Transport								
				—	—	—	—	—	—	—	—
6.8.1 (A)			INTER Term Transport	—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			Terminating Tandem Switching								
				—	—	—	—	—	—	—	—
6.8.1 (A)			INTER Term Tandem Switching	—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
6.8.1			INTRA Term Switch & Transport	—	—	—	—	—	0.0024	15,804,175	38,170
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			** DEDICATED AND TERMINATING DEDICATED TRANSPORT ACCESS SERVICE **								
			Originating and Terminating Entrance Facilities								
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			Originating and Terminating Tandem-Switched Dedicated Transport								
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			Originating and Terminating Direct-Trunked Transport								
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
Total											#DIV/0!

TY 2018-2019 Intrastate Rate and Eligible Recovery Calculations

Intrastate Tariff Section	Interstate Tariff Section	USOR	Intrastate and Interstate Switched Access Rate Elements for Transitional Intrastate Access Service Categories	TY 2017-2018 Actual Realized Intrastate Units	TY 2017-2018 Actual Realized Intrastate Units	TY 2017-2018 Expected Intrastate Units Less Actual Realized Intrastate Units	TY 2017-2018 Maximum Intrastate Revenue	TY 2017-2018 True-Up Intrastate Revenue	1Q:2018 Proposed Intrastate Rate	TY 2018-2019 Expected Intrastate Units	TY 2018-2019 Maximum Intrastate Revenue
Output	Input	Input	Input (Note 1)	Input (Note 10)	AV-BF	Input (Notes 11, 12)	AW*BF	Input (Notes 5, 13)	AX*BG	Input	BI*BD
			** TERMINATING END OFFICE ACCESS SERVICE **								
			Composite Intrastate Terminating Rate	—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			Terminating Carrier Common Line								
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
				—	—	—	—	—	—	—	—
			Terminating Local Switching								
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			Terminating Other (e.g., information surcharge, Transport or Residual interconnection Charge)								
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
				—	—	—	—	—	#DIV/0!	#DIV/0!	#DIV/0!
			** TERM

Filing Date:	6/12/2018
Filing Entity:	MPUC
Transmittal Number:	20
Docket:	0

	TY 2012-2013 (Note 2)		TY 2013-2014		TY 2014-2015		TY 2015-2016		TY 2016-2017		TY 2017-2018		TY 2018-2019 (Note 3)	
Reciprocal Compensation Eligible Recovery Revenue	G02	—	W22	—	A02	—	AU22	—	BG22	—	BU22	—	DB22	—
Reciprocal Compensation Revenue True-Up	NA	—	NA	—	A12	—	AV22	—	BT22	—	BV22	—	DC22	—
Reciprocal Compensation Eligible Recovery Expense	J26	—	U26	—	A26	—	AX22	—	BX26	—	BX26	—	DE26	—
Reciprocal Compensation Expense True-Up	NA	—	NA	—	A36	—	AY22	—	BY26	—	BY26	—	DF26	—
Net Reciprocal Compensation Eligible Recovery	K26	—	U1 26	—	A46 (Note 4)	—	AZ26	—	BZ26 (Note 5)	—	BZ26 (Note 6)	—	DG26 (Note 7)	—

Reciprocal Compensation

Revenue Category (Note 1)	FY 2011 Revenue	Input	FY 2011 MOU	Input	BC	FY 2011 Average Rate	Input	FY 2011 Terminating Revenue	Input	FY 2011 Terminating MOU	FY 2011 Average Rate	Input	EF	FY 2012-2013 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations: Price Out with July 3, 2012 Rates and FY 2011 Units	Revenue Difference	% Revenue Difference	FY 2012-2013 Expected Revenue	Input	FY 2012-2013 Actual Revenue	TY 2012-2013 Rec. Comp. Eligible Recovery Revenue
														(Max of zero)						
End Office Switching					0.000000						0.000000			0	0	N/A	0		0	0
Tandem Switching					0.000000						0.000000			0	0	N/A	0		0	0
Common Transport					0.000000						0.000000			0	0	N/A	0		0	0
Transport and Termination					0.000000						0.000000			0	0	N/A	0		0	0
Total	-		-					-		-				-	-		-		-	-

Equivalent Interstate Access

Revenue Category (Note 1)	FY 2012-2013 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations: Price Out with July 3, 2012 Rates and FY 2011 Units	Revenue Difference	% Revenue Difference	FY 2012-2013 Expected Revenue	FY 2012-2013 Rec. Comp. Eligible Recovery Revenue	TY 2012-2013 Rec. Comp. Eligible Recovery Revenue	TY 2013-2014 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations: Price Out with July 3, 2013 Rates and FY 2011 Units	Revenue Difference	% Revenue Difference	FY 2013-2014 Expected Revenue	FY 2013-2014 Rec. Comp. Eligible Recovery Revenue	TY 2013-2014 Rec. Comp. Eligible Recovery Revenue
	Average Rate						Average Rate					
End Office Switching	0.000000	0	N/A	0	0	0	0.000000	0	N/A	0	0	0
Tandem Switching	0.000000	0	N/A	0	0	0	0.000000	0	N/A	0	0	0
Common Transport	0.000000	0	N/A	0	0	0	0.000000	0	N/A	0	0	0
Transport and Termination	0.000000	0	N/A	0	0	0	0.000000	0	N/A	0	0	0
Total	-	-		-	-	-		-		-	-	-

Revenue Category (Note 1)	TY 2013-2014 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations: FY 2012-2013 Actual Realized Revenue	FY 2012-2013 Expected Revenue Into Actual Realized Revenue	Input (Notes 1 and 2)	FY 2012-2013 Revenue	FY 2012-2013 True-Up Revenue	FY 2014-2015 Rate (Max of 0 or ((G-D)/(H-C)) - A)	Price Out with July 1, 2014 Rate and FY 2017 Units	Revenue Difference	% Revenue Difference	TY 2014-2015 Expected Revenue	TY 2014-2015 Rec. Comp. Eligible Recovery Revenue
	Input (Note 3)	L-K		FY 2012-2013	FY 2012-2013 True-Up Revenue		AFM	AFC	B-AC	(AFM*T)/S	AFM-AF
End Office Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Tandem Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Common Transport	0	—	—	0	0	0.000000	0	0	N/A	0	0
Transport and Termination	0	—	—	0	0	0.000000	0	0	N/A	0	0
Total	-			-	-					-	-

Revenue Category (Note 1)	TY 2014-2015 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations: FY 2013-2014 Actual Realized Revenue	FY 2013-2014 Expected Revenue Into Actual Realized Revenue	Input (Notes 1 and 2)	FY 2013-2014 Revenue	FY 2013-2014 True-Up Revenue	July 1, 2015 Rate (MAX of 0 or ((G-D)/(H-C)) - A)	Price Out with July 1, 2015 Rates and FY 2017 Units	Revenue Difference	% Revenue Difference	TY 2015-2016 Expected Revenue	TY 2015-2016 Rec. Comp. Eligible Recovery Revenue
	Input (Note 5)	T-AJ		FY 2013-2014	FY 2013-2014 True-Up Revenue		AFN*(U-AG)	AFC	B-AD	(AFN*S)/T	AFN-AF
End Office Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Tandem Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Common Transport	0	—	—	0	0	0.000000	0	0	N/A	0	0
Transport and Termination	0	—	—	0	0	0.000000	0	0	N/A	0	0
Total	-			-	-					-	-

Revenue Category (Note 1)	TY 2015-2016 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations: FY 2014-2015 Actual Realized Revenue	FY 2014-2015 Expected Revenue Into Actual Realized Revenue	Input (Notes 1 and 2)	FY 2014-2015 Revenue	FY 2014-2015 True-Up Revenue	July 1, 2016 Rate (MAX of 0 or ((G-D)/(H-C)) - A)	Price Out with July 1, 2016 Rates and FY 2017 Units	Revenue Difference	% Revenue Difference	TY 2016-2016 Expected Revenue	TY 2016-2016 Rec. Comp. Eligible Recovery Revenue
	Input (Note 6)	T-AJ		FY 2014-2015	FY 2014-2015 True-Up Revenue		AFO*(U-AG)	AFC	B-AD	(AFO*S)/T	AFO-AF
End Office Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Tandem Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Common Transport	0	—	—	0	0	0.000000	0	0	N/A	0	0
Transport and Termination	0	—	—	0	0	0.000000	0	0	N/A	0	0
Total	-			-	-					-	-

Revenue Category (Note 1)	TY 2016-2017 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations: FY 2015-2016 Actual Realized Revenue	FY 2015-2016 Expected Revenue Into Actual Realized Revenue	Input (Notes 1 and 2)	FY 2015-2016 Revenue	FY 2015-2016 True-Up Revenue	July 1, 2017 Rate (MAX of 0 or ((G-D)/(H-C)) - A)	Price Out with July 1, 2017 Rates and FY 2017 Units	Revenue Difference	% Revenue Difference	TY 2017-2018 Expected Revenue	TY 2017-2018 Rec. Comp. Eligible Recovery Revenue
	Input (Note 7)	AR-AM		FY 2015-2016	FY 2015-2016 True-Up Revenue		AFP*(U-AG)	AFC	B-AD	(AFP*S)/T	AFP-AF
End Office Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Tandem Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Common Transport	0	—	—	0	0	0.000000	0	0	N/A	0	0
Transport and Termination	0	—	—	0	0	0.000000	0	0	N/A	0	0
Total	-			-	-					-	-

Revenue Category (Note 1)	TY 2017-2018 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations: FY 2016-2017 Actual Realized Revenue	FY 2016-2017 Expected Revenue Into Actual Realized Revenue	Input (Notes 1 and 2)	FY 2016-2017 Revenue	FY 2016-2017 True-Up Revenue	July 1, 2018 Rate (MAX of 0 or ((G-D)/(H-C)) - A)	Price Out with July 1, 2018 Rates and FY 2017 Units	Revenue Difference	% Revenue Difference	TY 2018-2019 Expected Revenue	TY 2018-2019 Rec. Comp. Eligible Recovery Revenue
	Input (Note 8)	BD-BT		FY 2016-2017	FY 2016-2017 True-Up Revenue		BQ*(U-AG)	AFC	B-AD	(BQ*S)/T	BQ-AF
End Office Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Tandem Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0
Common Transport	0	—	—	0	0	0.000000	0	0	N/A	0	0
Transport and Termination	0	—	—	0	0	0.000000	0	0	N/A	0	0
Total	-			-	-					-	-

Revenue Category (Note 1)	TY 2018-2019 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations: TY 2016-2017 Actual Realized Revenue	TY 2016-2017 Expected Revenue Into Actual Realized Revenue	Input (Notes 1 and 2)	TY 2016-2017 Revenue	TY 2016-2017 True-Up Revenue	July 1, 2019 Rate (MAX of 0 or ((G-D)/(H-C)) - A)	Price Out with July 1, 2019 Rates and FY 2017 Units	Revenue Difference	% Revenue Difference	TY 2019-2019 Expected Revenue	TY 2019-2019 Rec. Comp. Eligible Recovery Revenue	FY 2018-2019 Rec. Comp. Eligible Recovery Revenue
	Input (Note 9)	BE-BT		FY 2017-2018	FY 2017-2018 True-Up Revenue		BR*(U-AG)	AFC	B-AD	(BR*S)/T	BR-AF	CD-CC
End Office Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0	0
Tandem Switching	0	—	—	0	0	0.000000	0	0	N/A	0	0	0
Common Transport	0	—	—	0	0	0.000000	0	0	N/A	0	0	0
Transport and Termination	0	—	—	0	0	0.000000	0	0	N/A	0	0	0
Total	-			-	-					-	-	-

TY 2012-2013 Reciprocal Compensation Eligible Recovery Expense Calculations

Expense Category	FY 2011 Expense	FY 2011 MOU	FY 2011 Average Rate	% Revenue Difference	July 3, 2012 Average Rate	TY 2012-2013 Expected Expense	50% of FY 2011 Expense	TY 2012-2013 Rec. Comp. Eligible Recovery Expense
	Input	Input	BC	KD	BY-BC	Input	FB	BFB	LM
Total Expense			0.000000	0.00%	0.000000		-		-

TY 2013-2014 Reciprocal Compensation Eligible Recovery Expense Calculations

	% Revenue Difference	July 3, 2013 Average Rate	TY 2013-2014 Expected MOU	TY 2013-2014 Expected Expense	50% of FY 2011 Expense	TY 2013-2014 Rec. Comp. Eligible Recovery Expense
	Input	BZ	BY-BC	Input	FB	BFB	LN
Total Expense	0.00%	0.000000			-		-

TY 2014-2015 Reciprocal Compensation Eligible Recovery Expense Calculations

	TY 2012-2013 Actual Realized MOU	TY 2012-2013 Expected MOU Into Actual Realized MOU	Input	TY 2012-2013 Expense	TY 2012-2013 True-Up Expense	% Revenue Difference	July 1, 2014 Rate	TY 2014-2015 Expected MOU	TY 2014-2015 Expected Expense	50.14% of FY 2011 Expense	TY 2014-2015 Rec. Comp. Eligible Recovery Expense
	Input (Note 1)	G-E	Input	FY 2012-2013	FY 2012-2013 True-Up Expense	AEQ	BY-AL	Input	AEP-BZ	AF-AB	BF-BE
Total Expense	-					0.00%	0.000000				-

TY 2015-2016 Reciprocal Compensation Eligible Recovery Expense Calculations

	TY 2013-2014 Actual Realized MOU	TY 2013-2014 Expected MOU Into Actual Realized MOU	Input (Note 1)	TY 2013-2014 Expense	TY 2013-2014 True-Up Expense	% Revenue Difference	July 1, 2015 Rate	TY 2015-2016 Expected MOU	TY 2015-2016 Expected Expense	50.14% of FY 2011 Expense	TY 2015-2016 Rec. Comp. Eligible Recovery Expense
	Input (Note 2)	AJ-J	Input	FY 2013-2014	FY 2013-2014 True-Up Expense	AEQ	BY-AL	Input	AEP-BZ	AF-AB	BF-BE
Total Expense						0.00%	0.000000				-

TY 2016-2017 Reciprocal Compensation Eligible Recovery Expense Calculations

	TY 2014-2015 Actual Realized MOU	TY 2014-2015 Expected MOU Into Actual Realized MOU	Input (Note 3)	TY 2014-2015 Expense	TY 2014-2015 True-Up Expense	% Revenue Difference	July 1, 2016 Rate	TY 2016-2017 Expected MOU	TY 2016-2017 Expected Expense	50.14% of FY 2011 Expense	TY 2016-2017 Rec. Comp. Eligible Recovery Expense
	Input (Note 4)	AK-AV	Input	FY 2014-2015	FY 2014-2015 True-Up Expense	AEQ	BY-AL	Input	AEP-BZ	AF-AB	BF-BE
Total Expense						0.00%	0.000000				-

TY 2017-2018 Reciprocal Compensation Eligible Recovery Expense Calculations

	TY 2015-2016 Actual Realized MOU	TY 2015-2016 Expected MOU Into Actual Realized MOU	Input (Note 5)	TY 2015-2016 Expense	TY 2015-2016 True-Up Expense	% Revenue Difference	July 1, 2017 Rate	TY 2017-2018 Expected MOU	TY 2017-2018 Expected Expense	50.14% of FY 2011 Expense	TY 2017-2018 Rec. Comp. Eligible Recovery Expense
	Input (Note 6)	AP-BH	Input	FY 2015-2016	FY 2015-2016 True-Up Expense	AEQ	BY-AL	Input	AEP-BZ	AF-AB	BF-BE
Total Expense						0.00%	0.000000				-

TY 2018-2019 Reciprocal Compensation Eligible Recovery Expense Calculations

	TY 2016-2017 Actual Realized MOU	TY 2016-2017 Expected MOU Into Actual Realized MOU	Input (Note 7)	TY 2016-2017 Expense	TY 2016-2017 True-Up Expense	% Revenue Difference	July 1, 2018 Rate	TY 2018-2019 Expected MOU	TY 2018-2019 Expected Expense	50.14% of FY 2011 Expense	TY 2018-2019 Rec. Comp. Eligible Recovery Expense
	Input (Note 8)	BD-BT	Input	FY 2016-2017	FY 2016-2017 True-Up Expense	AEQ	BY-AL	Input	AEP-BZ	AF-AB	BF-BE
Total Expense						0.00%	0.000000				-

Interstate Composite Terminating End Office Rate Reports

2013 Baseline Composite Terminating End Office Rate	2015 RoR ILEC Interstate Rates, cell W8	2014-15	2015 RoR ILEC Interstate Rates, cell T8	2015-16	2016 RoR ILEC Interstate Rates, cell A8	2016-17	2017 RoR ILEC Interstate Rates, cell AC8	2017-18
Target Composite Terminating End Office Rate	AF10-AF13	2014-15	AW10-AW13	2015-16	AF10-AF13	2016-17	AUW10-AUW13	2017-18
Difference		2014-15		2015-16		2016-17		2017-18

	TY 2018-2019					
2016 RoR ILEC Interstate Rates, cell AE8	2018-19	2019 RoR ILEC Interstate Rates, cell AG8	2019-20	2020 RoR ILEC Interstate Rates, cell AI8	2020-21	2021 RoR ILEC Interstate Rates, cell AK8	2021-22
AE10-AE13	2018-19	AG10-AG13	2019-20	AI10-AI13	2020-21	AK10-AK13	2021-22
	2018-19		2019-20		2020-21		2021-22

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.

Note 2: This worksheet, the 2018 RoR ILEC Rev. Comp. 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 reflect the same formulas and require the same data as the cells in the 2017 RoR ILEC Rev. Comp. worksheet, which was filed as part of the TY 2017-2018 annual filing.

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

Note 4: True-up calculation on a rate element by rate element basis requires input data in column X, but none in cell J22.

Note 5: True-up calculation on an overall revenue basis requires input data in cell J22, but none in column X.

Note 6: TY 2013-2015 revenue to be entered in cell J22 must be based on default transition rates set pursuant to the Commission's rules for that year and actual realized demand.

Note 7: True-up calculation requires input data to either cell X26 or cell J26.

Note 8: True-up calculation on a rate element by rate element basis requires input data in column AJ, but none in cell AL22.

Note 9: True-up calculation on an overall revenue basis requires input data in cell AL22, but none in column AJ.

Note 10: TY 2013-2014 revenue to be entered in cell AL22 must be based on default transition rates set pursuant to the Commission's rules for that year and actual realized demand.

Note 11: True-up calculation requires input data to either cell AJ26 or cell AL26.

Note 12: True-up calculation on a rate element by rate element basis requires input data in column AV, but none in cell AX22.

Note 13: True-up calculation on an overall revenue basis requires input data in cell AX22, but none in column AV.

Note 14: TY 2014-2015 revenue to be entered in cell AX22 must be based on default transition rates set pursuant to the Commission's rules for that year and actual realized demand.

Note 15: True-up calculation requires input data to either cell A36 or cell AX26.

Note 16: True-up calculation on a rate element by rate element basis requires input data in column BH, but none in cell BJ22.

Note 17: True-up calculation on an overall revenue basis requires input data in cell BJ22, but none in column BH.

Note 18: TY 2015-2016 revenue to be entered in cell BJ22 must be based on default transition rates set pursuant to the Commission's rules for that year and actual realized demand.

Note 19: True-up calculation requires input data to either cell BH26 or cell BJ26.

Note 20: True-up calculation on a rate element by rate element basis requires input data in column BT, but none in cell BV22.

Note 21: True-up calculation on an overall revenue basis requires input data in cell BV22, but none in column BT.

Note 22: TY 2016-2017 revenue to be entered in cell BV22 must be based on default transition rates set pursuant to the Commission's rules for that year and actual realized demand.

Note 23: True-up calculation requires input data to either cell BT26 or cell BV26.