

Filing Date (Note 1):	6/16/2020
Filing Entity:	ACE Tel. Co. of MI, Inc (Allendale)
Transmittal Number:	3

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TY 2019-2020 Eligible Recovery													
COSA	CBOL Imputed ARC True-Up for TY 2017- 2018	TRS Increment True-Up for TY 2017-2018	Regulatory-Fees Increment True- Up for TY 2017- 2018	NANPA Increment True- Up for TY 2017- 2018	Double Recovery Adjustment	Total Eligible Recovery After True-Up Excluding Unrecoverable True-Up Revenue	Interstate Revenue True- Up for TY 2017-2018	Intrastate Revenue True- Up for TY 2017- 2018	Recip. Comp. Revenue True- Up for TY 2017-2018	Recip. Comp. Expense True- Up for TY 2017-2018	Total True-Up for TY 2017- 2018	TY 2017-2018 Unrecoverable True-Up Revenue	Total Eligible Recovery After True- Up Including Otherwise Unrecoverable True- Up Revenue
	2019 True Up RoR ILEC, CBOL ARC True Up Summary, Column I	Input	Input	Input	Input (Note 4)	Sum of Columns W to AH	2020 RoR ILEC Interstate Rates, cell H22	2020 RoR ILEC Intrastate Rates, cell H13	2020 RoR ILEC Rec. Comp. Rates, cell E10	2020 RoR ILEC Rec. Comp. Rates, cell E12	AC+AD+AE+AF+ AG+AJ+AK+AL- AM	Input	AI+AO
310669						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
						0					0		0
						0					0		0
						0					0		0
						0					0		0
						0					0		0
						0					0		0
Total Eligible F													

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Adjustment Due to Unfreezing Category Relationships		
Initial Tariff Year of Base Period Revenue Adjustment Due to Unfreezing Category Relationships	Drop-Down List	N/A
2018 or 2019 Switched Access Revenue Requirement Based on Frozen Category Relationships (carriers that unfreeze cat. rel. only)	Input (Note 5)	
2018 or 2019 Switched Access Revenue Requirement Based on Unfrozen Category Relationships (carriers that unfreeze cat. rel. only)	Input	
Base Period Revenue Adjustment Due to Unfreezing Category Relationships	H9-H10	0

Interstate Eligible Recovery Summary						
	TY 2018-2019		TY 2019-2020		TY 2020-2021	
Most Recently Filed Interstate Switched Access Revenue Requirement	Input (Note 3)		F16		F16	
Base Period Revenue Adjustment Due to Unfreezing Category Relationships	N/A		H11		H11	
Revenue Requirement Net of Category Relationships Adjustment	F16		H16-H17		J16-J17	
TY Baseline Adjustment Factor (BAF)	.95*^7		.95*^8		.95*^9	
BAF X Revenue Requirement Net of Category Relationships Adjustment	F18*F19		H18*H19		J18*J19	
Total Expected Maximum Interstate Revenue	K86		R86		AA86	
Interstate True-up Adjustment	Input		Input		X86	
Interstate Eligible Recovery	F20-F21+F22		H20-H21-H22		J20-J21+J22	

				TY 2018-2019 Interstate Rate and Eligible Recovery Calculations							TY 2019	
Interstate Tariff Section	USOC	Interstate Switched Access Rate Element	Unit of Demand (e.g., MOU or DS1)	7/1/2018 Terminating End Office Rate (Note 4)	TY 2018-2019 Expected Terminating End Office Units	TY 2018-2019 Expected Maximum Terminating End Office Revenue	7/1/2018 Rate Other Than Terminating End Office Rate	TY 2018-2019 Expected Units Other Than Terminating End Office Units	TY 2018-2019 Expected Maximum Revenue Other Than Terminating End Office Revenue	TY 2018-2019 Total Expected Maximum Revenue	7/1/2019 Terminating End Office Rate	TY 2019-2020 Expected Terminating End Office Units
Input	Input	Input (Note 2)	Input	Input	Input	E*F	Input	Input	H*I	G or G+J or J	Input	Input
		END OFFICE ACCESS SERVICE										
		Composite End Office Terminating Rate	MOU	0.002133			----	----	----		0.000700	
		** LOCAL SWITCHING **										
		Allocated Interstate Switched Access Revenue				0	0.0202294					
						0			0	0		
		** INFORMATION **										
						0			0	0		
		** TANDEM-SWITCHED TRANSPORT AND TANDEM **										
		Terminating Tandem Switched Facility		----	----	----			0	0	----	----
		Terminating Tandem Switched Termination		----	----	----			0	0	----	----
		** SIGNALING FOR TANDEM SWITCHING **										
		** DIRECT-TRUNKED TRANSPORT **										
		Voice Grade, Per Mile		----	----	----			0	0	----	----
		High Capacity DS1, Per Mile		----	----	----			0	0	----	----
		Voice Grade, Per Term		----	----	----			0	0	----	----
		High Capacity DS1, Per Term		----	----	----			0	0	----	----
				----	----	----			0	0	----	----
		** DEDICATED SIGNALING TRANSPORT **										
		** ENTRANCE FACILITIES **										
				----	----	----			0	0	----	----
				----	----	----			0	0	----	----
		** LINE INFORMATION DATABASE **										
		** BILLING NAME AND ADDRESS **										

Total

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Adjustment Due to Unfreezing Category I
Initial Tariff Year of Base Period Revenue Adjustment Due to Unfreezing Category Relationships
2018 or 2019 Switched Access Revenue Requirement Based on Frozen Category Relationships (carriers tl
2018 or 2019 Switched Access Revenue Requirement Based on Unfrozen Category Relationships (carrier
Base Period Revenue Adjustment Due to Unfreezing Category Relationships

Interstate Eligible

Most Recently Filed Interstate Switched Access Revenue Requirement
Base Period Revenue Adjustment Due to Unfreezing Category Relationships
Revenue Requirement Net of Category Relationships Adjustment
TY Baseline Adjustment Factor (BAF)
BAF X Revenue Requirement Net of Category Relationships Adjustment
Total Expected Maximum Interstate Revenue
Interstate True-up Adjustment
Interstate Eligible Recovery

I-2020 Interstate Rate and Eligible Recovery Calculations									TY 2020-2021 Interstate Rate and Eligible				
Interstate Tariff Section	USOC	Interstate Switched Access Rate Element	Unit of Demand (e.g., MOU or DS1)	TY 2019-2020 Expected Maximum Terminating End Office Revenue	7/1/2019 Rate Other Than Terminating End Office Rate	TY 2019-2020 Expected Units Other Than Terminating End Office Units	TY 2019-2020 Expected Maximum Revenue Other Than Terminating End Office Revenue	TY 2019-2020 Total Expected Maximum Revenue	TY 2018-2019 Actual Realized Terminating End Office Units	TY 2018-2019 Expected Terminating End Office Units Less Actual Realized Units	TY 2018-2019 Actual Realized Units Other Than Terminating End Office Units	TY 2018-2019 Expected Units Other Than Terminating End Office Units Less Actual Realized Units	TY 2018-2019 Maximum Revenue
Input	Input	Input (Note 2)	Input	L*M	Input	Input	O*P	N or N+Q or Q	Input (Note 6)	F-S	Input (Note 6)	I-U	Input (Notes 7, 8)
		END OFFICE ACCESS SERVICE											
		Composite End Office Terminating Rate	MOU		----	----	----					----	----
		** LOCAL SWITCHING **											
		Allocated Interstate Switched Access Revenue		0	0.001265								----
				0			0	0					----
		** INFORMATION **											
				0			0	0					----
		** TANDEM-SWITCHED TRANSPORT AND TANDEM **											
		Terminating Tandem Switched Facility		----			0	0		----			----
		Terminating Tandem Switched Termination		----			0	0		----			----
		** SIGNALING FOR TANDEM SWITCHING **											
		** DIRECT-TRUNKED TRANSPORT **											
		Voice Grade, Per Mile		----			0	0		----			----
		High Capacity DS1, Per Mile		----			0	0		----			----
		Voice Grade, Per Term		----			0	0		----			----
		High Capacity DS1, Per Term		----			0	0		----			----
				----			0	0		----			----
		** DEDICATED SIGNALING TRANSPORT **											
		** ENTRANCE FACILITIES **											
				----			0	0		----			----
				----			0	0		----			----
		** LINE INFORMATION DATABASE **											
		** BILLING NAME AND ADDRESS **											

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Initial Tariff Year of Base Period Revenue Adjustment Due to Unfreezing Category Relationships
2018 or 2019 Switched Access Revenue Requirement Based on Frozen Category Relationships (carriers t
2018 or 2019 Switched Access Revenue Requirement Based on Unfrozen Category Relationships (carrie
Base Period Revenue Adjustment Due to Unfreezing Category Relationships

Interstate Eligib

Most Recently Filed Interstate Switched Access Revenue Requirement
Base Period Revenue Adjustment Due to Unfreezing Category Relationships
Revenue Requirement Net of Category Relationships Adjustment
TY Baseline Adjustment Factor (BAF)
BAF X Revenue Requirement Net of Category Relationships Adjustment
Total Expected Maximum Interstate Revenue
Interstate True-up Adjustment
Interstate Eligible Recovery

e Recovery Calculations							
Interstate Tariff Section	USOC	Interstate Switched Access Rate Element	Unit of Demand (e.g., MOU or DS1)	TY 2018-2019 True-Up Revenue	7/1/2020 Proposed Rate Other Than Terminating End Office Rate	TY 2020-2021 Expected Units Other Than Terminating End Office Units	TY 2020-2021 Total Expected Maximum Revenue
Input	Input	Input (Note 2)	Input	E*T or (E*T)+(H*V) or H*V or K86- W86	Input	Input	Y*Z
		END OFFICE ACCESS SERVICE					
		Composite End Office Terminating Rate	MOU		----	----	----
		** LOCAL SWITCHING **					
		Allocated Interstate Switched Access Revenue					0
							0
		** INFORMATION **					
							0
		** TANDEM-SWITCHED TRANSPORT AND TANDEM **					
		Terminating Tandem Switched Facility			0.000163		
		Terminating Tandem Switched Termination			0.002267		
		** SIGNALING FOR TANDEM SWITCHING **					
		** DIRECT-TRUNKED TRANSPORT **					
		Voice Grade, Per Mile			1.94		
		High Capacity DS1, Per Mile			9.12		
		Voice Grade, Per Term			19.51		
		High Capacity DS1, Per Term			47.26		
							0
		** DEDICATED SIGNALING TRANSPORT **					
		** ENTRANCE FACILITIES **					
							0
							0
		** LINE INFORMATION DATABASE **					
		** BILLING NAME AND ADDRESS **					

Total

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Intrastate Eligible Recovery Summary					
	TY 2018-2019		TY 2019-2020		TY 2020-2021
Total FY 2011 Actual Revenue for Transitional Intrastate Access Service Rate Elements	Input (Note 2)		F9		F9
TY Baseline Adjustment Factor (BAF)	.95^*^7		.95^*^8		.95^*^9
BAF X Total FY 2011 Actual Revenue for Transitional Intrastate Access Service Rate Elements	F9^*F10		H9^*H10		J9^*J10
Total Expected Maximum Transitional Intrastate Access Service Revenue	H68		K68		R68
Intrastate True-up Adjustment	Input		Input		O68
Total Intrastate Eligible Recovery	F11-F12+F13		H11-H12+H13		J11-J12+J13

					Intrastate Rate and Eligible Recovery Calculations								
					TY 2018-2019			TY 2019-2020					
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 DS1)	7/1/2018 Intrastate Rate (Note 3)	TY 2018-2019 Expected Intrastate Units	TY 2018-2019 Expected Maximum Intrastate Revenue	7/1/2019 Intrastate Rate	TY 2019-2020 Expected Intrastate Units	TY 2019-2020 Expected Maximum Intrastate Revenue	TY 2018- 2019 Actual Realized Intrastate Units	TY 2018- 2019 Expected Intrastate Units Less Actual Realized Intrastate Units	TY 2018-2019 Maximum Intrastate Revenue
Input	Input	Input	Input (Note 1)	Input	Input	Input	F*G	Input or F	Input	I*J	Input (Note 4)	G-L	Input (Notes 5, 6)
			** TERMINATING END OFFICE ACCESS SERVICE **										
			Composite End Office Terminating Rate	MOU	0.002133			0.000700					----
			<u>Terminating Local Switching</u>										
			<u>Terminating Other (e.g., information surcharge, Transport or Residual Interconnection Charges)</u>				0			0			----
							0			0			----
			** TERMINATING TANDEM-SWITCHED TRANSPORT ACCESS SERVICE **										
			<u>Terminating Tandem-Switched Common Transport</u>										
							0	0		0			----
			<u>Terminating Tandem Switching</u>										
			Terminating Tandem Switched Transport Facility		0.000439			0.000437					----
			Terminating Tandem Switched Termination		0.002277			0.002267					----
			** ORIGINATING AND TERMINATING DEDICATED TRANSPORT ACCESS SERVICE **										
			<u>Originating and Terminating Entrance Facilities</u>										
							0	0		0			----
							0	0		0			----
							0	0		0			----
							0	0		0			----
							0	0		0			----
			<u>Originating and Terminating Tandem-Switched Dedicated Transport</u>										
			Direct Trunked Transport Facility, Per Mile				0	0		0			----
			Voice Grade		1.94			1.94					----
			High Capacity DS1		9.12			9.12					----
			Direct Trunked Transport Termination, Per Termination										
			Voice Grade		19.51			19.51					----
			High Capacity DS1		47.26			47.26					----
			<u>Originating and Terminating Direct-Trunked Transport</u>										
							0	0		0			----
							0	0		0			----
							0	0		0			----
							0	0		0			----
							0	0		0			----

Total

TY 2020-2021			
TY 2018-2019 True-Up Intrastate Revenue	7/1/2020 Proposed Intrastate Rate	TY 2020-2021 Expected Intrastate Units	TY 2020-2021 Expected Maximum Intrastate Revenue
F*M or H67- N67	I	Input	P*Q
	----	----	----
	----	----	----
	----	----	----
	----	----	----
	----	----	----
	0		0
	0.000163		
	0.002267		
	0		0
	0		0
	0		0
	0		0
	0		0
	0		0
	0		0
	1.94		
	9.12		
	19.51		
	47.26		
	0		0
	0		0
	0		0
	0		0
	0		0
	0		0

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Net Reciprocal Compensation Eligible Recovery Summary						
	TY 2018-2019		TY 2019-2020		TY 2020-2021	
Reciprocal Compensation Eligible Recovery Revenue	N24		V24		AH24	
Reciprocal Compensation Revenue True-Up	Input (Note 5)		Input		Z24	
Reciprocal Compensation Eligible Recovery Expense	L30		T30		AF30	
Reciprocal Compensation Expense True-Up	Input		Input		Z30	
Net Reciprocal Compensation Eligible Recovery	C9+C10-C11-C12		E9+E10-E11-E12		G9+G10-G11-G12	

FY 2011 Reciprocal Compensation Revenue			Equivalent Interstate Access			
Revenue Category (Notes 1, 2, 3, 4)	FY 2011 Revenue	FY 2011 MOU	FY 2011 Terminating Revenue	FY 2011 Terminating MOU	FY 2011 Average Rate	July 1, 2018 Rate
	Input	Input	Input	Input	E/F	Input
End Office Switching						
Tandem Switching						
Common Transport						
Transport & Termination						
Transport & Termination Net of Compensation for Termination						
Total						

FY 2011 Reciprocal Compensation Expense			
Expense Category	FY 2011 Expense	FY 2011 MOU	FY 2011 Average Rate
	Input	Input	B/C
Total Expense			

TY 2011
% Revenue Difference
J24

TY 2018-2019 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations							TY 2019-2020 Reciprocal Compensation Rate and Eligible Rec				
Price Out with July 1, 2018 Rates and FY 2011 Units	Revenue Difference	% Revenue Difference	TY 2018-2019 Expected Demand	TY 2018-2019 Expected Revenue	69.83% of FY 2011 Revenue	TY 2018-2019 Rec. Comp. Eligible Recovery Revenue	July 1, 2019 Rate	Price Out with July 1, 2019 Rates and FY 2011 Units	Revenue Difference	% Revenue Difference	TY 2019-2020 Expected Demand
G*C	B-H	(I/B)*100	Input	G*K	.95^7*B	M-L	Input	O*C	B-P	(Q/B)*100	Input

8-2019 Reciprocal Compensation Eligible Recovery Expense Calculations				
July 1, 2018 Rate	TY 2018-2019 Expected MOU	TY 2018-2019 Expected Expense	69.83% of FY 2011 Expense	TY 2018-2019 Rec. Comp. Eligible Recovery Expense
D*(1-G)	Input	H*I	.95^7*B	K-J

TY 2019-2020 Reciprocal Compensation Eligible Recovery Expense Calculations				
% Revenue Difference	July 1, 2019 Rate	TY 2019-2020 Expected MOU	TY 2019-2020 Expected Expense	66.34% of FY 2011 Expense
R24	D*(1-O)	Input	P*Q	.95^8*B

Recovery Revenue Calculations			TY 2020-2021 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations								
TY 2019-2020 Expected Revenue	66.34% of FY 2011 Revenue	TY 2019-2020 Rec. Comp. Eligible Recovery Revenue	TY 2018-2019 Actual Realized Demand	TY 2018-2019 Expected Demand Less Actual Realized Demand	TY 2018-2019 Revenue	TY 2018-2019 True-Up Revenue	July 1, 2020 Rate	Price Out with July 1, 2020 Rates and FY 2011 Units	Revenue Difference	% Revenue Difference	TY 2020-2021 Expected Demand
O*S	.95^8*B	U-T	Input (Note 6)	K-W	Input (Notes 8, 9)	G*X or L23- Y23	O or MIN O22 or F23	AA20*C20 or AA21*C21 or AA23*C22	B20-AB20 or B21-AB21 or B22-AB23	(AC/B)*100	Input

Recovery Revenue Calculations
TY 2019-2020 Rec. Comp. Eligible Recovery Expense
S-R

TY 2020-2021 Reciprocal Compensation Eligible Recovery Expense Calculations								
TY 2018-2019 Actual Realized MOU	TY 2018-2019 Expected MOU Less Actual Realized MOU	TY 2018-2019 Expense	TY 2018-2019 True-Up Expense	% Revenue Difference	July 1, 2020 Rate	TY 2020-2021 Expected MOU	TY 2020-2021 Expected Expense	63.02% of FY 2011 Expense
Input (Note 7)	I-W	Input	H*X or J-Y	AD24	D*(1-AA)	Input	AB*AC	.95^9*B

TY 2020-2021 Expected Revenue	63.02% of FY 2011 Revenue	TY 2020-2021 Rec. Comp. Eligible Recovery Revenue
AA*AE	.95^9*B20 or .95^9*B21 or .95^9*B22	AD-AC

TY 2020-2021 Rec. Comp. Eligible Recovery Expense	AE-AD