

|   |   |  |  |  |                |                           |                 |  |   |  |  |  |                            |  |   |   |                                |  |  |
|---|---|--|--|--|----------------|---------------------------|-----------------|--|---|--|--|--|----------------------------|--|---|---|--------------------------------|--|--|
|   | A   | B  | C  | D  | E              | F                         | G               | H  | I   | J                                      | K  | L  | M                          | N  | O   | P   | Q                              | R  |  |
| 1 | Filing Date (Note 1): 6/17/2024             |  |  |  |                |                           |                 |  |   |  |  |  |                            |  |   |   |                                |  |  |
| 2 | Filing Entity: Indianhead Telephone Company |  |  |  |                |                           |                 |  |   |  |  |  |                            |  |   |   |                                |  |  |
| 3 | Transmittal Number: 12                      |  |  |  |                |                           |                 |  |   |  |  |  |                            |  |   |   |                                |  |  |
| 4 |   |  |  |  |                |                           |                 |  |   |  |  |  |                            |  |   |   |                                |  |  |
| 5 |   |  |  |  |                |                           |                 |  |   |  |  |  |                            |  |   |   |                                |  |  |
| 6 | TY 2022-2023 Eligible Recovery              |  |  |  |                |                           |                 |  |   |  |  |  |                            |  |   |   |                                |  |  |
| 7 |   | Interstate Eligible Recovery (After True-Up) | Intrastate Eligible Recovery (After True-Up) | Net Rec. Comp. Eligible Recovery         | TRS Increment  | Regulatory-Fees Increment | NANPA Increment | ARC True-Up for TY 2020-2021                         | CBOL Imputed ARC True-Up for TY 2020-2021   | TRS Increment True-Up for TY 2020-2021 | Regulatory-Fees Increment True-Up for TY 2020-2021 | NANPA Increment True-Up for TY 2020-2021 | Double Recovery Adjustment | Total Eligible Recovery After True-Up Excluding Unrecoverable True-Up Revenue (Note 4) | Interstate Revenue True-Up for TY 2020-2021 | Intrastate Revenue True-Up for TY 2020-2021 | Total True-Up for TY 2020-2021 | TY 2020-2021 Unrecoverable True-Up Revenue |  |
| 8 | COSA  | 2024 RoR ILEC Interstate Rates, cell F23     | 2024 RoR ILEC Intrastate Rates, cell F14     | 2024 RoR ILEC Rec. Comp. Rates, cell C11 | Input (Note 2) | Input                     | Input           | 2022 True Up RoR ILEC, ARC True Up Summary, Column E | 2022 True Up RoR ILEC, SA CBOL ARC True Up Calc, X23 or HC CBOL ARC True Up Calc, X30, X31, ... | Input                                  | Input  | Input                                    | Input (Note 3)             | Sum of Columns B to M  | 2024 RoR ILEC Interstate Rates, cell F22    | 2024 RoR ILEC Intrastate Rates, cell F13    | H+I+J+K+L+O+P                  | Input                                      |  |
| 9 | 330936                                      | 81,186                                       | 85,652                                       | 0  | 0              | 0                         | 0               | 177  | 0   | 0                                      | 0  | 0  | 0                          | 167,014  | 19  | 223   | 419                            | 0  |  |

|   | S  | T                                     | U  | V  | W  | X             | Y                         | Z               | AA   | AB  | AC                                     | AD   | AE                                       | AF                         | AG   | AH  | AI  |
|---|--|---------------------------------------|--|--|--|---------------|---------------------------|-----------------|--|---|--|--|--|----------------------------|--|---|---|
| 1 |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |   |
| 2 |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |   |
| 3 |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |   |
| 4 |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |   |
| 5 |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |   |
| 6 | TY 2023-2024 Eligible Recovery   |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |   |
| 7 | Total Eligible Recovery After True-Up Including Otherwise Unrecoverable True-Up Revenue (Note 5) | TY 2020-2021 Eligible Recovery Refund | Interstate Eligible Recovery (After True-Up) | Intrastate Eligible Recovery (After True-Up) | Net Rec. Comp. Eligible Recovery         | TRS Increment | Regulatory-Fees Increment | NANPA Increment | ARC True-Up for TY 2021-2022                         | CBOL Imputed ARC True-Up for TY 2021-2022   | TRS Increment True-Up for TY 2021-2022 | Regulatory-Fees Increment True-Up for TY 2021-2022 | NANPA Increment True-Up for TY 2021-2022 | Double Recovery Adjustment | Total Eligible Recovery After True-Up Excluding Unrecoverable True-Up Revenue (Note 4) | Interstate Revenue True-Up for TY 2021-2022 | Intrastate Revenue True-Up for TY 2021-2022 |
| 8 | N+R  | Input                                 | 2024 RoR ILEC Interstate Rates, cell H23     | 2024 RoR ILEC Intrastate Rates, cell H14     | 2024 RoR ILEC Rec. Comp. Rates, cell E11 | Input         | Input                     | Input           | 2023 True Up RoR ILEC, ARC True Up Summary, Column E | 2023 True Up RoR ILEC, SA CBOL ARC True Up Calc, X23 or HC CBOL ARC True Up Calc, X30, X31, ... | Input                                  | Input  | Input                                    | Input (Note 3)             | Sum of Columns U to AF   | 2024 RoR ILEC Interstate Rates, cell H22    | 2024 RoR ILEC Intrastate Rates, cell H13    |
| 9 | 167,014  | 0                                     | 86,137                                       | 85,437                                       | 0  | 0             | 0                         | 0               | -108   | -162  | 0                                      | 0  | 0  | 0                          | 171,304  | 5,390                                       | 2,783                                       |

|   | AJ                             | AK   | AL   | AM                                    | AN   | AO   | AP                                       | AQ            | AR                        | AS              | AT   | AU  | AV                                     | AW   | AX                                       | AY                         | AZ   | BA  |
|---|--------------------------------|--|--|---------------------------------------|--|--|--|---------------|---------------------------|-----------------|--|---|--|--|--|----------------------------|--|---|
| 1 |                                |  |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |
| 2 |                                |  |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |
| 3 |                                |  |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |
| 4 |                                |  |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |
| 5 |                                |  |  |                                       |  |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |
| 6 |                                |  |  |                                       | TY 2024-2025 Eligible Recovery               |  |  |               |                           |                 |  |   |  |  |  |                            |  |   |
| 7 | Total True-Up for TY 2021-2022 | TY 2021-2022 Unrecoverable True-Up Revenue | Total Eligible Recovery After True-Up Including Otherwise Unrecoverable True-Up Revenue (Note 5) | TY 2021-2022 Eligible Recovery Refund | Interstate Eligible Recovery (After True-Up) | Intrastate Eligible Recovery (After True-Up) | Net Rec. Comp. Eligible Recovery         | TRS Increment | Regulatory-Fees Increment | NANPA Increment | ARC True-Up for TY 2022-2023                         | CBOL Imputed ARC True-Up for TY 2022-2023   | TRS Increment True-Up for TY 2022-2023 | Regulatory-Fees Increment True-Up for TY 2022-2023 | NANPA Increment True-Up for TY 2022-2023 | Double Recovery Adjustment | Total Eligible Recovery After True-Up Excluding Unrecoverable True-Up Revenue (Note 4) | Interstate Revenue True-Up for TY 2022-2023 |
| 8 | AA+AB+AC+AD+AE+AH+AI           | Input                                      | AG+AK  | Input                                 | 2024 RoR ILEC Interstate Rates, cell J23     | 2024 RoR ILEC Intrastate Rates, cell J14     | 2024 RoR ILEC Rec. Comp. Rates, cell G11 | Input         | Input                     | Input           | 2024 True Up RoR ILEC, ARC True Up Summary, Column E | 2024 True Up RoR ILEC, SA CBOL ARC True Up Calc, X23 or HC CBOL ARC True Up Calc, X30, X31, ... | Input                                  | Input  | Input                                    | Input (Note 3)             | Sum of Columns AN to AY  | 2024 RoR ILEC Interstate Rates, cell J22    |
| 9 | 7,903                          | 0  | 171,304  | 0                                     | 83,336                                       | 82,685                                       | 0  | 0             | 0                         | 0               | 18   | 90  | 0                                      | 0  | 0  | 0                          | 166,129  | 4,194                                       |

|   | BB  | BC                             | BD   | BE   | BF   | BG   | BH |
|---|---|--------------------------------|--|--|--|--|----|
| 1 |   |                                |  |  |  |  |    |
| 2 |   |                                |  |  |  |  |    |
| 3 |   |                                |  |  |  |  |    |
| 4 |   |                                |  |  |  |  |    |
| 5 |   |                                |  |  |  |  |    |
| 6 |   |                                |  |  |  |  |    |
| 7 | Intrastate Revenue True-Up for TY 2022-2023 | Total True-Up for TY 2022-2023 | TY 2022-2023 Unrecoverable True-Up Revenue | Total Eligible Recovery After True-Up Including Otherwise Unrecoverable True-Up Revenue (Note 5) | TY 2022-2023 Eligible Recovery Refund (Note 6) | Total True-Up for TY 2022-2023 Excluding ARC True-Up and CBOL Imputed ARC True-Up for TY 2022-2023 |    |
| 8 | 2024 RoR ILEC Intrastate Rates, cell J13    | AT+AU+AV+AW+AX+BA+BB           | BC-AZ-AY or 0                              | AZ+BD  | MIN( BC  or  SUM(AN to AY) ) or 0              | AV+AW+AX+BA+BB   |    |
| 9 | 3,082                                       | 7,384                          | 0  | 166,129  | 0  | 7,276  |    |

|     | A  | B     | C  | D                                       | E                         | F                              | G  | H                                      | I                              | J  | K   | L   | M                  | N                    | O         | P     | Q     |   |
|-----|--|-------|--|---|---------------------------|--------------------------------|--|--|--------------------------------|--|---|-----|--------------------|----------------------|-----------|-------|-------|---|
| 1   | Filing Date:   |       | 6/17/2024  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 2   | Filing Entity:   |       | Indianhead Telephone Company   |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 3   | Transmittal Number:  |       | 12   |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 4   | COSA (Note 1):   |       | 330936   |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 5   |  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 6   |  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 7   | Adjustment Due to Unfreezing Category Relationships  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 8   | Initial Tariff Year of Base Period Revenue Adjustment Due to Unfreezing Category Relationships                                       |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 9   | 2018, 2019, or 2023 Switched Access Revenue Requirement Based on Frozen Category Relationships (LECs that unfreeze cat. rel. only)   |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 10  | 2018, 2019, or 2023 Switched Access Revenue Requirement Based on Unfrozen Category Relationships (LECs that unfreeze cat. rel. only) |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 11  | Base Period Revenue Adjustment Due to Unfreezing Category Relationships  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 12  |  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 13  |  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 14  | Interstate Eligible Recovery Summary   |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 15  |  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 16  | Most Recently Filed Interstate Switched Access Revenue Requirement   |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 17  | Base Period Revenue Adjustment Due to Unfreezing Category Relationships  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 18  | Revenue Requirement Net of Category Relationships Adjustment   |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 19  | TY Base Line Adjustment Factor (BAF)   |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 20  | BAF X Revenue Requirement Net of Category Relationships Adjustment   |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 21  | Total Expected Maximum Interstate Revenue  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 22  | Interstate True-up Adjustment  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 23  | Interstate Eligible Recovery   |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 24  |  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 25  |  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 26  |  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 27  | Interstate<br>Tariff<br>Section  | USOC  | Interstate Switched Access Rate Element                                    | Unit of<br>Demand (e.g.,<br>MOU or DSS) | 7/1/2023 Rate<br>(Note 5) | TY 2023-2023<br>Expected Units | TY 2022-2023<br>Total Expected<br>Maximum<br>Revenue | 7/1/2023 Rate<br>E or .001 or<br>.0002 | TY 2023-2024<br>Expected Units | TY 2022-2024<br>Total Expected<br>Maximum<br>Revenue | TY 2024-2025 Interstate Rate and Eligible Recovery Calculations |     |                    |                      |           |       |       | TY 2024-2025<br>Total<br>Expected<br>Maximum<br>Revenue |
| 28  | Input  | Input | Input (Note 4)   | Input                                   | Input                     | Input                          | E*F  | E or .001 or<br>.0002                  | Input                          | H*I  | Input (Note 6)  | F-K | Input (Notes 7, 8) | E*L or G102:<br>M102 | H or .001 | Input | O*P   |   |
| 29  |  |       | ***ORIGINATING END OFFICE ACCESS SERVICE***                                |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 30  |  |       | ** ORIGINATING LOCAL SWITCHING EXCLUDING TOLL FREE ORIGINATING **          |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 31  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 32  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 33  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 34  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 35  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 36  |  |       | ** TOLL FREE ORIGINATING LOCAL SWITCHING **                                |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 37  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 38  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 39  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 40  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 41  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 42  |  |       | ** ORIGINATING INFORMATION EXCLUDING TOLL FREE ORIGINATING **              |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 43  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 44  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 45  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 46  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 47  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 48  |  |       | ** TOLL FREE ORIGINATING INFORMATION **                                    |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 49  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 50  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 51  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 52  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 53  |  |       |  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 54  |  |       | ** TANDEM SWITCHED TRANSPORT AND TANDEM EXCLUDING TOLL FREE ORIGINATING ** |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 55  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 56  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 57  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 58  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 59  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 60  |  |       | ** TOLL FREE ORIGINATING JOINT TANDEM SWITCHED TRANSPORT **                |   |                           | 0.001                          | 0  | 0.001                                  |                                | 0  |   |     |                    |                      | 0.001     |       | 0     |   |
| 61  |  |       | ** SIGNALING FOR TANDEM SWITCHING **                                       |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 62  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 63  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 64  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 65  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 66  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 67  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 68  |  |       | ** DIRECT TRUNKED TRANSPORT **   |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 69  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 70  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 71  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 72  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 73  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 74  |  |       | ** DEDICATED SIGNALING TRANSPORT **  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 75  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 76  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 77  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 78  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 79  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 80  |  |       | ** ENTRANCE FACILITIES **  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 81  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 82  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 83  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 84  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 85  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 86  |  |       | ** TOLL FREE DATABASE QUERY **   |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 87  |  |       | Toll Free Database Access Service Queries - Basic                          | per query                               |                           |                                | 0  | 0.000000                               |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 88  |  |       | Toll Free Database Access Service Queries - Vertical Feature               | per query                               |                           |                                | 0  | 0.000000                               |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 89  |  |       | ** LINE INFORMATION DATABASE **  |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 90  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 91  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 92  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 93  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 94  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 95  |  |       | ** BILLING NAME AND ADDRESS **   |   |                           |                                | 0  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 96  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 97  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 98  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 99  |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 100 |  |       |  |   |                           |                                | 0  | 0                                      |                                | 0  |   |     |                    |                      | 0         |       | 0     |   |
| 101 |  |       |  |   |                           |                                |  |  |                                |  |   |     |                    |                      |           |       |       |   |
| 102 | Total  |       |  |   |                           |                                | 14,776   |  |                                | 10,399   |   |     | 10,582             | 4,194                |           |       | 7,446 |   |

|    |   |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
|----|---|-------|---|--------------------------------------|---|--|--|-----------------------------|--|--|---|---|--|--|---|---|--|
| 1  | A   | B     | C   | D                                    | E                                       | F  | G  | H                           | I  | J  | K   | L   | M  | N  | O                                       | P   | Q  |
| 2  | Filing Date:  |       | 6/17/2024   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 3  | Filing Entity:  |       | Indianhead Telephone Company  |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 4  | Transmittal Number:   |       | 12  |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 5  | COSA:   |       | 330936  |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 6  |   |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 7  | Intrastate Eligible Recovery Summary  |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 8  |   |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 9  | Total FY 2011 Actual Revenue for Transitional Intrastate Access Service Rate Elements       |       |   |                                      | TY 2022-2023                            |  | TY 2023-2024   |                             | TY 2024-2025                                 |  |   |   |  |  |   |   |  |
| 10 | TY Baseline Adjustment Factor (BAF)   |       |   |                                      | Input (Note 1)                          | 167,457                                      | F9   | 167,457                     | F9   | 167,457  |   |   |  |  |   |   |  |
| 11 | BAF X Total FY 2011 Actual Revenue for Transitional Intrastate Access Service Rate Elements |       |   |                                      | .95^A11                                 | 0.5688                                       | .95^A12  | 0.5404                      | .95^A13                                      | 0.5133   |   |   |  |  |   |   |  |
| 12 | Total Expected Maximum Transitional Intrastate Access Service Revenue                       |       |   |                                      | F9^F10                                  | 95,250                                       | H9^H10   | 90,487                      | J9^J10                                       | 85,963   |   |   |  |  |   |   |  |
| 13 | Intrastate True-up Adjustment   |       |   |                                      | G54                                     | 9,821  | J54  | 7,833                       | Q54  | 6,360  |   |   |  |  |   |   |  |
| 14 | Total Intrastate Eligible Recovery  |       |   |                                      | Input                                   | 223  | Input  | 2,783                       | N54  | 3,082  |   |   |  |  |   |   |  |
| 15 |   |       |   |                                      | F11-F12+F13                             | 85,652                                       | H11-H12+H13  | 85,437                      | J11-J12+J13                                  | 82,685   |   |   |  |  |   |   |  |
| 16 |   |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 17 |   |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 18 | Intrastate Rate and Eligible Recovery Calculations  |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 19 | Intrastate<br>Tariff<br>Section   | USOC  | Intrastate Switched Access Rate Elements for Transitional Intrastate Access<br>Service Categories | Unit of Demand<br>(e.g., MOU or DS1) | 7/1/2022<br>Intrastate Rate<br>(Note 3) | TY 2022-2023<br>Expected<br>Intrastate Units | TY 2022-2023<br>Expected<br>Maximum<br>Intrastate<br>Revenue | 7/1/2023<br>Intrastate Rate | TY 2023-2024<br>Expected<br>Intrastate Units | TY 2023-2024<br>Expected<br>Maximum<br>Intrastate<br>Revenue | TY 2022-2023<br>Actual<br>Realized<br>Intrastate<br>Units | TY 2022-<br>2023<br>Expected<br>Intrastate<br>Units Less<br>Actual<br>Realized<br>Intrastate<br>Units | TY 2022-<br>2023<br>Maximum<br>Intrastate<br>Revenue | TY 2022-2023<br>True-Up<br>Intrastate<br>Revenue | 7/1/2024<br>Proposed<br>Intrastate Rate | TY 2024-2025<br>Expected<br>Intrastate<br>Units | TY 2024-2025<br>Expected<br>Maximum<br>Intrastate<br>Revenue |
| 20 | Input   | Input | Input (Note 2)  | Input                                | Input                                   | Input  | E^F  | E                           | Input  | H^I  | Input (Note<br>4)   | F-K   | Input (Notes<br>5, 6)                                | E^L or G54-<br>MS4                               | H                                       | Input   | O^P  |
| 21 | ** TERMINATING TANDEM-SWITCHED TRANSPORT ACCESS SERVICE **                                  |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 22 | Terminating Tandem-Switched Common Transport  |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 23 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 24 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 25 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 26 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 27 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 28 |   |       | Terminating Tandem Switching  |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 29 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 30 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 31 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 32 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 33 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 34 | ** ORIGINATING AND TERMINATING DEDICATED TRANSPORT ACCESS<br>SERVICE **                     |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 35 | Originating and Terminating Entrance Facilities   |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 36 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 37 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 38 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 39 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 40 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 41 | Originating and Terminating Tandem-Switched Dedicated Transport                             |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 42 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 43 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 44 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 45 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 46 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 47 | Originating and Terminating Direct-Trunked Transport  |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 48 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 49 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 50 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 51 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 52 |   |       |   |                                      |   |  |  | 0                           | 0  | 0  |   |   |  |  | 0                                       |   | 0  |
| 53 |   |       |   |                                      |   |  |  |                             |  |  |   |   |  |  |   |   |  |
| 54 | Total   |       |   |                                      |   |  |  | 9,821                       |  |  |   | 7,833   |  |  | 6,739                                   | 3,082   | 6,360  |

|    |  |                 |   |   |   |              |   |
|----|--|-----------------|---|---|---|--------------|---|
|    | A  | B               | C   | D   | E   | F            | G |
| 1  | Filing Date:   |                 | 6/17/2024   |   |   |              |   |
| 2  | Filing Entity:   |                 | Indianhead Telephone Company                                  |   |   |              |   |
| 3  | Transmittal Number:  |                 | 12  |   |   |              |   |
| 4  | COSA:  |                 | 330936  |   |   |              |   |
| 5  |  |                 |   |   |   |              |   |
| 6  |  |                 |   |   |   |              |   |
| 7  | Net Reciprocal Compensation Eligible Recovery Summary          |                 |   |   |   |              |   |
| 8  |  | TY 2022-2023    |   | TY 2023-2024  |   | TY 2024-2025 |   |
| 9  | Reciprocal Compensation Eligible Recovery Revenue              | C21             | 0   | D21   | 0   | E21          | 0 |
| 10 | Reciprocal Compensation Eligible Recovery Expense              | C27             | 0   | D27   | 0   | E27          | 0 |
| 11 | Net Reciprocal Compensation Eligible Recovery                  | C9-C10          | 0   | E9-E10  | 0   | G9-G10       | 0 |
| 12 |  |                 |   |   |   |              |   |
| 13 |  |                 |   |   |   |              |   |
| 14 | Reciprocal Compensation Eligible Recovery Revenue Calculations |                 |   |   |   |              |   |
| 15 | Revenue Category   | FY 2011 Revenue | TY 2022-2023<br>Rec. Comp.<br>Eligible<br>Recovery<br>Revenue | TY 2023-2024<br>Rec. Comp.<br>Eligible<br>Recovery<br>Revenue | TY 2024-2025<br>Rec. Comp.<br>Eligible<br>Recovery<br>Revenue |              |   |
| 16 |  | Input           | .95^11*B  | .95^12*B  | .95^13*B  |              |   |
| 17 | End Office Switching   |                 | 0   | 0   | 0   |              |   |
| 18 | Tandem Switching   |                 | 0   | 0   | 0   |              |   |
| 19 | Common Transport   |                 | 0   | 0   | 0   |              |   |
| 20 | Transport & Termination  |                 | 0   | 0   | 0   |              |   |
| 21 | Total  | 0               | 0   | 0   | 0   |              |   |
| 22 |  |                 |   |   |   |              |   |
| 23 |  |                 |   |   |   |              |   |
| 24 | Reciprocal Compensation Eligible Recovery Expense Calculations |                 |   |   |   |              |   |
| 25 | Expense Category   | FY 2011 Expense | TY 2022-2023<br>Rec. Comp.<br>Eligible<br>Recovery<br>Expense | TY 2023-2024<br>Rec. Comp.<br>Eligible<br>Recovery<br>Expense | TY 2024-2025<br>Rec. Comp.<br>Eligible<br>Recovery<br>Expense |              |   |
| 26 |  | Input           | .95^11*B  | .95^12*B  | .95^13*B  |              |   |
| 27 | Total Expense  |                 | 0   | 0   | 0   |              |   |