

Nevada
Supporting Documentation for Revenue Neutral Rate Adjustments in Step 2

		(A)	(B)	(C)	(D)
		2011 FY Demand @ Current Intrastate Rates	2011 FY Demand @ 7/2/13 Proposed Intrastate Rates	Col B - Col A	Total
	Source	Exhibit NV, Col E	Exhibit NV, Col I		
End Office Grouping					
1)	Reducing intrastate rate elements, that are higher than their functionally equivalent interstate rates, to be at parity with Tariff FCC No. 1 resulted in a revenue reduction of:				\$ (4,523)
				Exhibit NV, Col J	
2)	Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of:				\$ 4,523
				Sum of Col C for this grouping	
3)	DEDICATED END OFFICE PORT TERM	\$83,993	\$88,516	\$4,523	
4)	Net Revenue Reductions Available for the use of other remaining categories:				\$ (1)
				Row 1 + Row 2	
Terminating Tandem Transport Grouping					
5)	Reducing intrastate rate elements, that are higher than their functionally equivalent interstate rates, to be at parity with Tariff FCC No. 1 resulted in a revenue reduction of:				\$(50,825)
				Exhibit NV, Col J	
6)	Net Amount carried over from the End Office Grouping:				\$ (1)
				Row 4	
7)	Total amount available for rate adjustments in the Terminating Tandem Transport Grouping:				\$(50,826)
				Row 5 + Row 6	
8)	Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of:				\$ 3,996
				Sum of Col C for this grouping	
9)	TANDEM SW. TRANS. FAC.- FIXED TERM	\$13,794	\$15,326	\$1,533	
10)	TANDEM SWITCHING- TERM	\$42,644	\$45,108	\$2,464	
11)	Net Revenue Reductions Available for the use of other remaining categories:				\$(46,830)
				Row 7 + Row 8	
Other Services Grouping					
12)	Reducing intrastate rate elements, that are higher than their functionally equivalent interstate rates, to be at parity with Tariff FCC No. 1 resulted in a revenue reduction of:				\$ -
				Exhibit NV, Col J	
13)	Net amount carried over from Terminating Tandem Transport Grouping:				\$(46,830)
				Row 11	
14)	Total amount available for rate adjustments in the Other Services Grouping:				\$(46,830)
				Row 12 + Row 13	
15)	Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of:				\$ 46,828
				Sum of Col C for this grouping	
16)	DS1 DT CHAN MIL> 0 SEG	\$588	\$1,639	\$1,051	
17)	DS1 DT CHAN MIL> 0 SEG	\$14,266	\$33,594	\$19,328	
18)	DS1 DT CHAN MIL> 0 IOM	\$83,681	\$84,708	\$1,027	
19)	DS1 MUX - DS1 TO VG/DIG - DTT	\$0	\$202	\$202	
20)	DS3 ENT. FAC.	\$24,002	\$32,714	\$8,713	
21)	DS3 DT CHAN MIL>0 SEG	\$1,785	\$4,251	\$2,466	
22)	DS3 DT CHAN MIL>0 IOM	\$8,376	\$14,536	\$6,160	
23)	DS3 MUX - DS3 TO DS1 - DTT	\$4,165	\$12,046	\$7,881	
24)	Net amount (below) / over revenue neutrality across the three groupings			Row 14 + Row 15	\$ (2)