Nevada

Part		Supporting Documentation for Revenue Neutral Rate Adjustments in Step 2		(A)	(B)	(C)	(D)	7
Proposed				2011 FY Demand				
Part						Col B -		
End Office Grouping Reducing intrastate rate elements, that are higher than their functionally equivalent interstate rates, so be at parity with Tariff FCC No. 1 resulted in a revenue reduction of:				Intrastate Rates	•	Col A	Total	
Reducing intrastate rate elements, that are higher than their functionally equivalent interstate rates, to be at parity with Tarrif FCC No. 1 resulted in a revenue reduction of:			<u>Source</u>	Exhibit NV, Col E	Exhibit NV, Col I			
Table Tabl		End Office Grouping						
State Stat			Exhibit NV, Col J				\$ (4,523)	
A Net Revenue Reductions Available for the use of other remaining categories: Row 1 + Row 2 Terminating Tandem Transport Grouping							\$ 4,523	
Reducing intrastate rate elements, that are higher than their functionally equivalent interstate rates, be at parity with Tariff FCC No. 1 resulted in a revenue reduction of: Row 4	3)	DEDICATED END OFFICE PORT TERM		\$83,993	\$88,516	\$4,523		
Securing 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: Net Amount carried over from the End Office Grouping:	4)	Net Revenue Reductions Available for the use of other remaining categories:	Row 1 + Row 2				\$ (1)	
Rates, to be at parity with Tariff FCC No. 1 resulted in a revenue reduction of: Standamount available for rate adjustments in the Terminating Tandem Transport Grouping: Interestate rates resulted in a revenue increase of: Total amount available for rate adjustments to be at parity with their functionally equivalent interestate rates resulted in a revenue increase of: TanDEM SWI. TRANS. FAC FIXED TERM		Terminating Tandem Transport Grouping						
Total amount available for rate adjustments in the Terminating Tandem Transport Grouping: Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of:	5)		Exhibit NV, Col J				\$(50,825)	
Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of: Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of: Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates, to be at parity with Tariff FCC No. 1 resulted in a revenue reduction of: Increasing the following 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: Row 11	6)	Net Amount carried over from the End Office Grouping:	Row 4				\$ (1)	_
TANDEM SW. TRANS. FAC. FIXED TERM \$13,794 \$15,326 \$1,533	7)	Total amount available for rate adjustments in the Terminating Tandem Transport Grouping:	Row 5 + Row 6				\$(50,826)	
TANDEM SWITCHING- TERM	,						\$ 3,996	
11 Net Revenue Reductions Available for the use of other remaining categories: Row 7 + Row 8 S(46,830) 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: Subject to the parity with Tariff FCC No. 1 resulted in a revenue reduction of: Subject to the at parity with Tariff FCC No. 1 resulted in a revenue reduction of: Subject to the at parity with Tariff FCC No. 1 resulted in a revenue reduction of: Row 11 13 Net amount carried over from Terminating Tandem Transport Grouping: Row 12 + Row 13 14 Total amount available for rate adjustments in the Other Services Grouping: 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: Sum of Col C for this grouping S588 S1,639 S1,051 17 DS1 DT CHAN MIL> 0 SEG S14,266 S33,594 S19,328 18 DS1 DT CHAN MIL> 0 IOM S83,681 S84,708 S1,027 19 DS1 MUX - DS1 TO VG/DIG - DTT S0 S202 S202 10 DS3 ENT. FAC S24,002 S32,714 S8,713 11 DS3 DT CHAN MIL> 0 SEG S1,785 S4,251 S2,466 12 DS3 DT CHAN MIL> 0 IOM S83,376 S14,536 S6,160 15 DS3 DT CHAN MIL> 0 IOM S83,076 S14,536 S6,160 16 DS3 MUX - DS3 TO DS1 - DTT S4,165 S12,046 S7,881 17 DS3 MUX - DS3 TO DS1 - DTT S4,165 S12,046 S7,881 18 DS3 MUX - DS3 TO DS1 - DTT S4,165 S12,046 S7,881 18 DS3 MUX - DS3 TO DS1 - DTT S4,165 S12,046 S7,881	9)	TANDEM SW. TRANS. FAC FIXED TERM		\$13,794	\$15,326	\$1,533		
Colter Services Grouping 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: 13	10)	TANDEM SWITCHING- TERM		\$42,644	\$45,108	\$2,464		
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: Net amount carried over from Terminating Tandem Transport Grouping: Row 11 S (46,830) S (46,830) Total amount available for rate adjustments in the Other Services Grouping: Row 12 + Row 13 S (46,830) Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of: S (46,830) DS1 DT CHAN MIL> 0 SEG S588 S1,639 S1,051 DS1 DT CHAN MIL> 0 SEG S14,266 S33,594 S19,328 DS1 DT CHAN MIL> 0 IOM S83,681 S84,708 S1,027 DS3 ENT. FAC. S24,002 S32,714 S8,713 DS3 DT CHAN MIL> 0 SEG S1,785 S4,251 S2,466 DS3 DT CHAN MIL> 0 SEG S1,785 S4,251 S2,466 DS3 DT CHAN MIL> 0 IOM S8,376 S14,536 S6,160 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204 S7,881 DS3 DT CHAN MIL> 0 IOM S8,376 S1,455 S1,204	11)	Net Revenue Reductions Available for the use of other remaining categories:	Row 7 + Row 8				\$(46,830)	
rates, to be at parity with Tariff FCC No. 1 resulted in a revenue reduction of: 133 Net amount carried over from Terminating Tandem Transport Grouping: 144 Total amount available for rate adjustments in the Other Services Grouping: 155 Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of: 160 DS1 DT CHAN MIL> 0 SEG 171 DS1 DT CHAN MIL> 0 SEG 182 SUM of Col C for this grouping 183 SUM of Col C for this grouping 184 SABB SABB SABB SABB SABB SABBB S								
Total amount available for rate adjustments in the Other Services Grouping: Row 12 + Row 13 Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of: Sum of Col C for this grouping Sum of Col	,		Exhibit NV, Col J				\$ -	
15 Increasing the following intrastate rate elements to be at parity with their functionally equivalent interstate rates resulted in a revenue increase of: 16 DS1 DT CHAN MIL> 0 SEG								-
interstate rates resulted in a revenue increase of: grouping \$ 46,828 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		·					\$ (46,830)	
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	,						¢ 46 929	
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			grouping	\$588	\$1.630	\$1.051	Ψ 40,020	
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	,							
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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	21)							
23) DS3 MUX - DS3 TO DS1 - DTT \$4,165 \$12,046 \$7,881	22)							
24) Net amount (below) / over revenue neutrality across the three groupings Row 14 + Row 15 \$ (2)	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)	j