

	A	B	C	D	E	F	G	H
1	Filing Date (Note 1):		0/0/0000					
2	Filing Entity:							
3	Transmittal Number:							
4								
5								
6								
7	TY 2012-2013 Eligible Recovery (Note 2)							
8		Interstate	Intrastate	Net Rec. Comp.	TRS Increment	Regulatory-Fees Increment	NANPA Increment	Total
9	COSA	ILEC Interstate Rates, cell F12	ILEC Intrastate Rates, cell G11	2019 RoR ILEC Rec. Comp. Rates, cell E11	Input	Input	Input	B+C+D+E+F+G
10		0	0	0				0
11								0
12								0
13								0
14								0
15								0
16								0
17								0
18								0
19								0
20								0
21								0
22								0
23								0
24								0
25								0
26								0
27								0
28								0
29								0
30								0
31								0
32								0
33								0
34								0
35								0
36								0
37								0
38								0
39								0
40								
41	Total Eligible Recovery							0

	A	B	C	D	E	F	G	H
1	Filing Date:		0/0/0000					
2	Filing Entity:		0					
3	Transmittal Number:		0					
4	COSA (Note 1):							
5								
6								
7	Most Recently Filed Interstate Switched Access Revenue Requirement				TY 2012-2013 (Note 3)		TY 2013-2014	
8	TY Baseline Adjustment Factor (BAF)				Input		F7	0
9	BAF X Most Recently Filed Interstate Switched Access Revenue Requirement				0.95	0.95	.95*.95	0.9025
10	Total Expected Maximum Interstate Revenue				F7*F8	0	H7*H8	0
11	Interstate True-up Adjustment				Sum of Col. H	0	Sum of Col. K	0
12	Interstate Eligible Recovery				NA	----	NA	----
13					F9-F10	0	H9-H10	0
14	TY 2012-2013 Interstate Rate and Eligible Recovery Calculations							
15	Interstate Tariff Section	USOC	Interstate Switched Access Rate Element	Unit of Demand (e.g., MOU or DS1)	12/29/11 Interstate Rate	7/3/2012 Proposed Rate	TY 2012- 2013 Expected Units	TY 2012- 2013 Expected Maximum Revenue
16	Input	Input	Input (Note 2)	Input	Input	Input	Input	E*G
17			***END OFFICE ACCESS SERVICE***					
18			Composite End Office Terminating Rate	MOU	----	----	----	----
19			** LOCAL SWITCHING **					
20								0
21								0
22								0
23								0
24								0
25			** INFORMATION **					
26								0
27								0
28								0
29								0
30								0
31			** TANDEM-SWITCHED TRANSPORT AND TANDEM **					
32								0
33								0
34								0
35								0
36								0
37			** SIGNALING FOR TANDEM SWITCHING **					
38								0
39								0
40								0
41								0
42								0
43			** DIRECT-TRUNKED TRANSPORT **					
44								0
45								0
46								0
47								0
48								0
49			** DEDICATED SIGNALING TRANSPORT **					
50								0
51								0
52								0
53								0
54								0
55			** ENTRANCE FACILITIES **					
56								0
57								0
58								0
59								0
60								0
61			** LINE INFORMATION DATABASE **					
62								0
63								0
64								0
65								0
66								0
67			** BILLING NAME AND ADDRESS **					
68								0
69								0
70								0
71								0
72								0
73								0
74	Total							0
75								
76								
77	Note 1: Enter the COSA in column C, row 4. This COSA then will be reflected in the 2019 RoR ILEC Intrastate Rates and 2017 RoR ILEC Rec. Comp. Rates work							
78								
79	Note 2: Enter one rate element per line under the relevant category. Insert rows as necessary.							
80								
81	Note 3: This worksheet, the 2019 RoR ILEC Interstate Rates worksheet, has both non-shaded and shaded cells. Both types of cells must be populated with dat							
82	The non-shaded cells in this worksheet reflect the same formulas and require the same data as the cells in the 2018 RoR ILEC Interstate Rates worksheet, which							
83	filed as part of the TY 2018-2019 annual filing.							
84								

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1	Filing Date: 0/0/0000																	
2	Filing Entity: 0																	
3	Transmittal Number: 0																	
4	COSA: 0																	

6	TY 2012-2013 (Note 2)		TY 2013-2014		TY 2014-2015		TY 2015-2016		TY 2016-2017		TY 2017-2018		TY 2018-2019		
7	Total FY 2011 Actual Revenue for Transitional Intrastate Access Service Rate Elements	Sum of Col. O	0	Sum of Col. O	0	Sum of Col. O	0	Sum of Col. O	0	Sum of Col. O	0	Sum of Col. O	0	Sum of Col. O	0
8	Baseline Adjustment Factor X Total FY 2011 Actual Revenue for Transitional Intrastate Access Service Rate Elements	Sum of Col. P	0	Sum of Col. P	0	Sum of Col. P	0	Sum of Col. P	0	Sum of Col. P	0	Sum of Col. P	0	Sum of Col. P	0
9	Total Expected Maximum Transitional Intrastate Access Service Revenue	Sum of Col. R	0	Sum of Col. R	0	Sum of Col. AG	#DIV/0!	Sum of Col. AO	#DIV/0!	Sum of Col. AW	#DIV/0!	Sum of Col. BE	#DIV/0!	Sum of Col. BM	#DIV/0!
10	Intrastate True-up Adjustment	NA	----	NA	----	AB69	0	AK69	0	AS69	0	BA69	0	B169	0
11	Total Intrastate Eligible Recovery	Sum of Col. S	0	I8-I9	----	K8-K9+K10	#DIV/0!	M8-M9+M10	#DIV/0!	O8-O9+O10	#DIV/0!	Q8-Q9+Q10	#DIV/0!	S8-S9+S10	#DIV/0!

TY 2012-2013 Intrastate Rate and Eligible Recovery Calculations																		
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)	12/29/2011 Intrastate Rate	12/29/2011 Interstate Rate	FY 2011 Intrastate Units: Terminating for Non-Dedicated or Originating and Terminating for Dedicated	Intrastate Price-Out with 12/29/2011 Rates and FY 2011 Units	Interstate Price-Out with 12/29/2011 Rates and FY 2011 Units	50% of Price-Out Difference	7/3/2012 Proposed Intrastate Rate	Intrastate Price-Out with 7/3/2012 Proposed Rates and FY 2011 Units	Intrastate Price-Out Difference	FY 2011 Actual Intrastate Revenue	95% of FY 2011 Actual Intrastate Revenue	TY 2012-2013 Expected Intrastate Units	TY 2012-2013 Expected Maximum Intrastate Revenue	TY 2012-2013 Intrastate Eligible Recovery
Input	Input	Input	Input (Note 1)	Input	Input	Input	Input	F*H	G*H	.5*(I-J)	Input	L*H	I-M	Input	.95*O	Input	L*Q	P-R
			** TERMINATING END OFFICE ACCESS SERVICE **															
			Composite End Office 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
			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	0	0		0		0	0		0	0
			Terminating Other (e.g., Information surcharge, Transport or Residual Interconnection Charges)					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
			** TERMINATING TANDEM-SWITCHED TRANSPORT ACCESS SERVICE **															
			Terminating Tandem-Switched Common 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		0	0
			Terminating Tandem 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	0	0		0		0	0		0	0
								0	0	0		0		0	0		0	0
			** ORIGINATING 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		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		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		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
68	Total							0	0	0		0		0	0		0	0

Note 1: Enter one rate element per line under the relevant category. Insert rows as necessary.

1	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
2	Filing Date: 0/0/0000														
3	Filing Entity: 0														
4	Transmittal Number: 0														
5	COSA: 0														
6			TY 2012-2013 (Note 2)		TY 2013-2014		TY 2014-2015		TY 2015-2016		TY 2016-2017		TY 2017-2018		
7	Reciprocal Compensation Eligible Recovery Revenue	O22	0	W22	0	AI22	0	AU22	0	BG22	0	BS22	0		
8	Reciprocal Compensation Revenue True-Up	NA	----	NA	----	AA22	0	AM22	0	AY22	0	BK22	0		
9	Reciprocal Compensation Eligible Recovery Expense	J28	0	U28	0	AG28	0	AS28	0	BE28	0	BQ28	0		
10	Reciprocal Compensation Expense True-Up	NA	----	NA	----	AA28	0	AM28	0	AY28	0	BK28	0		
11	Net Reciprocal Compensation Eligible Recovery	E7-E9	0	G7-G9	0	I7+I8-I9-I10	0	K7+K8-K9-K10	0	M7+M8-M9-M10	0	O7+O8-O9-O10	0		
12															
13															
14															
15	Reciprocal Compensation			Equivalent Interstate Access			TY 2012-2013 Reciprocal Compensation Rate and Eligible Recovery Revenue Calculations								
16	Revenue Category (Note 1)	FY 2011 Revenue	FY 2011 MOU	FY 2011 Average Rate	FY 2011 Terminating Revenue	FY 2011 Terminating MOU	FY 2011 Average Rate	July 3, 2012 Average Rate	Price Out with July 3, 2012 Average Rates and FY	Revenue Difference	% Revenue Difference	TY 2012-2013 Expected Demand	TY 2012-2013 Expected Revenue	95% of FY 2011 Revenue	TY 2012-2013 Rec. Eligible Recovery Revenue
17		Input	Input	B/C	Input	Input	E/F	D-G)/2+G or I	H*C	B - I	(J/B)*100	Input	H*L	.95*B	N-M
18	End Office Switching			0.000000			0.000000	0.000000	0	0	N/A	0	0	0	0
19	Tandem Switching			0.000000			0.000000	0.000000	0	0	N/A	0	0	0	0
20	Common Transport			0.000000			0.000000	0.000000	0	0	N/A	0	0	0	0
21	Transport and Termination			0.000000			0.000000	0.000000	0	0	N/A	0	0	0	0
22	Total	0			0				0	0	0.00%	0	0	0	0
23															
24															
25	TY 2012-2013 Reciprocal Compensation Eligible Recovery Expense Calculations														
26	Expense Category	FY 2011 Expense	FY 2011 MOU	FY 2011 Average Rate	% Revenue Difference	July 3, 2012 Average Rate	TY 2012-2013 Expected MOU	TY 2012-2013 Expected Expense	95% of FY 2011 Expense	TY 2012-2013 Rec. Eligible Recovery Expense					
27		Input	Input	B/C	K22	D*(1-E)	Input	F*G	.95*B	I-H					
28	Total Expense			0.000000	0.00%	0.000000		0	0	0					
29															
30															
31	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.														
32	Use row 19 for traffic carried pursuant to reciprocal compensation agreements that specify only a single transport and termination rate.														