

**BEK Communications Cooperative****Exchange Group 1  
Exchange Group 2**Hazelton, Kintyre, McKenzie, Pettibone, Regan, Robinson, Sterling, Strasburg, Tappen, Turtle, Wilton and Wing  
Lehr, Linton, Napoleon, Steele, Wishek and Zeeland**InterLataTerminating Access**

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation 50% difference	Reduction of State and Federal
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.02910	723,740		\$ 21,060.83		\$ -	\$ 0.007925	\$ 5,735.91
CCL (Exchange group 2)	\$ -	\$ 0.02290	1,182,747		\$ 27,084.91		\$ -	\$ 0.007925	\$ 9,373.71
Local Switching (Exchange group 1)	\$ 0.031431	\$ 0.01040	723,740		\$ 7,526.90		\$ 22,747.87	\$ 0.0104	\$ 7,526.90
Local Switching (Exchange group 2)	\$ 0.031431	\$ 0.022000	1,182,747		\$ 26,020.43		\$ 37,174.92	\$ 0.0220	\$ 26,020.43
Information/100 (Exchange Group 1)	\$ 0.049400	\$ 0.01580	723,740		\$ 114.35		\$ 357.53	\$ 0.015800	\$ 114.35
Information/100 (Exchange Group 2)	\$ 0.049400	\$ -	0		\$ -			\$ -	\$ -
Local Transport Facility (Exchange Group 1)		\$ 0.03010	81,009	0.84	\$ 2,048.23			\$ 0.030100	\$ 2,048.23
Local Transport Facility (Exchange Group 1)		\$ 0.05580	83,621	0.89	\$ 4,152.79			\$ 0.055800	\$ 4,152.79
Local Transport Facility (Exchange Group 1)		\$ 0.05620	365,424	0.85	\$ 17,457.25			\$ 0.056200	\$ 17,457.25
Local Transport Facility (Exchange Group 1)		\$ 0.06020	193,686	0.85	\$ 9,858.28			\$ 0.060200	\$ 9,858.28
Local Transport Facility (Exchange group 2)		\$ 0.00760	1,182,747	1.00	\$ 8,988.88			\$ 0.007600	\$ 8,988.88
Tandem Transport Facility (Pass Through)	\$ 0.000188	\$ -	70,006		\$ -	30.24	\$ 397.99	\$ -	\$ -
Local Transport Facility (Pass through)		\$ 0.05620	70,006	0.38	\$ 1,495.06			\$ 0.056200	\$ 1,495.06
Tandem Transport Facility	\$ 0.000188		1,906,487			52.86	\$ 18,946.14	\$ -	\$ -
Line Termination (Exchange Group 1)		\$ 0.00830	723,740	1	\$ 6,007.04			\$ 0.0083	\$ 6,007.04
Transport Termination (Exchange group 1)			1,729,897		\$ -			\$ -	\$ -
Transport Termination (Exchange group 2)		\$ 0.01450	1,182,747		\$ 17,149.83			\$ 0.0145	\$ 17,149.83
Tandem Transport Termination	\$ 0.000979		1,906,487		\$ -	\$ 1.75	\$ 3,268.09	\$ -	\$ -
Tandem Transport Termination (Pass through)	\$ 0.000979		0		\$ -			\$ -	\$ -
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ -	\$ -	\$ -
Transport			0						
Translational Rate			1,906,487						\$ -
					\$ 148,964.78		\$ 82,892.54	\$ -	\$ 115,928.66
Difference fed to state							\$ (66,072.24)	\$ -	\$ (33,036.12)
50% reduction							\$ (33,036.12)	\$ -	\$ -
Per MOU Change required for option 1							\$ (0.017328)	\$ -	\$ -



## BEK Communications Cooperative

### IntraLata Terminating Access

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)		\$ 0.055032	2,404,737		\$ 132,337.49			\$ 0.020766	\$ 49,937.77
CCL (Exchange group 2)		\$ 0.042610	2,572,593		\$ 109,618.19		\$ -	\$ 0.020766	\$ 53,423.54
Local Switching (Exchange group 1)	\$ 0.031431	\$ 0.027415	2,404,737		\$ 65,925.86		\$ 75,583.29	\$ 0.027415	\$ 65,925.86
Local Switching (Exchange group 2)	\$ 0.031431	\$ 0.025335	2,572,593		\$ 65,176.64		\$ 80,859.17	\$ 0.025335	\$ 65,176.64
Information/100 (All)	\$ 0.049400	\$ -	4,977,330				\$ 2,458.80	\$ -	\$ -
Local Transport Facility (Exchange group 1)		\$ 0.000304	2,404,737	32.87	\$ 24,028.46			\$ 0.000304	\$ 24,028.46
Local Transport Facility (Exchange group 2)		\$ 0.000608	3,177,519	49.78	\$ 96,177.14			\$ 0.000608	\$ 96,177.14
Local Transport Facility (Pass through)		\$ 0.000608	79,473	30.83	\$ 1,489.58			\$ 0.000608	\$ 1,489.58
Tandem Transport Facility	\$ 0.000188	\$ -	2,404,737		\$ -	115.95	\$ 52,419.51	\$ -	\$ -
Local Transport Facility (Pass through)	\$ 0.000188	\$ -	79,473		\$ -	30.24	\$ 451.81	\$ -	\$ -
Tandem Transport Facility (Pass through)	\$ 0.000188	\$ -	0	-	\$ -	-		\$ -	\$ -
Transport Termination (All)		\$ 0.000933	4,977,330	1.00	\$ 4,643.87			\$ 0.000933	\$ 4,643.87
Tandem Transport Termination	\$ 0.000979		4,977,330		\$ -	\$ 2.25	\$ 10,435.93	\$ -	\$ -
Tandem Transport Termination (Pass Through)						-			
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0					\$ -	\$ -
Transport			0						
Translational Rate			5,702,502						\$ -
					\$ 499,397.23		\$ 222,208.51		\$ 360,802.87
Difference fed to state							\$ (277,188.72)		\$ (138,594.36)
50% reduction							\$ (138,594.36)		
Per MOU Change required for option 1							\$ (0.053873)		

**Consolidated Telcom**

**Exchanges (Group 1)**  
**Exchanges (Group 2)**

Amidon, Dodge, Dunn Center, Grassy Butte, Halliday, Manning, Reeder, Regent, Rhame, Richardton, Scranton and South Heart  
 Bowman, Hettinger, Killdeer, Mott and New England

**InterLataTerminating Access**

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation 50% difference	Reduction of State and Federal
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.04610	867,075		\$ 39,972.16		\$ -	\$ 0.031415	\$ 27,239.02
CCL (Exchange group 2)	\$ -	\$ 0.02240	932,869		\$ 20,896.27		\$ -	\$ 0.007715	\$ 7,196.94
Local Switching (Exchange group 1)	\$ 0.031431	\$ 0.01040	744,560		\$ 7,743.42		\$ 23,402.27	\$ 0.0104	\$ 7,743.42
Local Switching (Exchange group 2)	\$ 0.031431	\$ 0.02200	807,533		\$ 17,765.73		\$ 25,381.57	\$ 0.0220	\$ 17,765.73
Information/100 (Exchange Group 1)	\$ 0.049400	\$ 0.01580	744,560		\$ 117.64		\$ 367.81	\$ 0.0158	\$ 117.64
Information/100 (Exchange Group 2)	\$ 0.049400		807,533				\$ 398.92		
Local Transport Facility (Exchange group 1) Band 6		\$ 0.05620	176,327	0.45	\$ 4,484.89			\$ 0.0562	\$ 4,484.89
Local Transport Facility (Exchange group 1) Band 7		\$ 0.05800	568,233	0.79	\$ 26,072.44			\$ 0.0580	\$ 26,072.44
Local Transport Facility (Group 2)		\$ 0.00760	807,533	1.00	\$ 6,137.31			\$ 0.0076	\$ 6,137.31
Tandem Transport Facility	\$ 0.000188		744,560			201.16	\$ 28,157.66	\$ -	
Line Termination (Exchange Group 1)		\$ 0.00830	744,560	1	\$ 6,179.85			\$ 0.0083	\$ 6,179.85
Transport Termination (Exchange group 1)		\$ -	0		\$ -			\$ -	\$ -
Transport Termination (Exchange group 2)		\$ 0.01450	807,533		\$ 11,709.23			\$ 0.0145	\$ 11,709.23
Tandem Transport Termination	\$ 0.000979		1,552,093		\$ -	\$ 2.94	\$ 4,465.55	\$ -	\$ -
Tandem Transport Termination (Pass through)	\$ 0.000979		0		\$ -	-	\$ -	\$ -	\$ -
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ 6,040.23		
Transport			0						
Translational Rate			0					\$ -	\$ -
					\$ 141,078.93		\$ 88,214.01		\$ 114,646.47
Difference fed to state							\$ (52,864.92)		\$ (26,432.46)
50% reduction							\$ (26,432.46)		
Per MOU Change required for option 1							\$ (0.014685)		

## Consolidated Telcom

## IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	Rate	Revenue
CCL (Exchange group 1)		\$ 0.098512	2,375,358		\$ 234,001.27		\$ -	\$ 0.053899	\$ 128,028.94	
CCL (Exchange group 2)		\$ 0.057244	2,027,236		\$ 116,047.10		\$ -	\$ 0.012631	\$ 25,605.61	
Local Switching (Exchange group 1)	\$ 0.031431	\$ 0.033152	2,375,358		\$ 78,747.87		\$ 74,659.88	\$ 0.033152	\$ 78,747.87	
Local Switching (Exchange group 2)	\$ 0.031431	\$ 0.030448	2,027,236		\$ 61,725.28		\$ 63,718.05	\$ 0.030448	\$ 61,725.28	
Information/100		\$ -			\$ -		\$ -	\$ -	\$ -	
Information/100	\$ 0.049400	\$ -	4,402,594				\$ 2,174.88			
Local Transport Facility (Exchange group 1) Band 1		\$ -	0		\$ -			\$ -	\$ -	
Local Transport Facility (Exchange group 1)		\$ 0.000390	2,375,358	73.13	\$ 67,742.96			\$ 0.000390	\$ 67,742.96	
Local Transport Facility (Group 2)		\$ 0.000287	2,660,510	74.58	\$ 56,943.65			\$ 0.000287	\$ 56,943.65	
Tandem Transport Facility	\$ 0.000188	\$ -	5,533,624			66.29	\$ 68,958.84	\$ -	\$ -	
Tandem Transport Facility (Pass through)	\$ 0.000188	\$ -	0			-	\$ -			
Transport Termination (All)		\$ 0.000933	4,402,594		\$ 4,107.62			\$ 0.000933	\$ 4,107.62	
Tandem Transport Termination	\$ 0.000979		11,172,182		\$ -	\$ 1.00	\$ 10,936.24	\$ -	\$ -	
Tandem Transport Termination (Pass Through)	\$ 0.000979		0			-				
Tandem			0		\$ -		\$ -	\$ -	\$ -	
DT			0				\$ 6,040.23			
Transport			0							
Translational Rate			0					\$ -	\$ -	
					\$ 619,315.75		\$ 226,488.12		\$ 422,901.93	
Difference fed to state							\$ (392,827.62)		\$ (196,413.81)	
50% reduction							\$ (196,413.81)			
Per MOU Change required for option 1							\$ (0.044613)			

## DCTI

## InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL	\$ -	\$ 0.02240	633,878		\$ 14,198.87		\$ -	\$ -	\$ -
Local Switching Information/100	\$ 0.044902	\$ 0.02200	633,877		\$ 13,945.29		\$ 28,462.35	\$ 0.022000	\$ 13,945.04
Local Transport Facility	\$ 0.049400		633,877		\$ -		\$ 313.14	\$ 0.049400	\$ 313.14
Local Transport Facility ( Pass through)		\$ 0.00760	633,877	1.00	\$ 4,817.52			\$ -	\$ -
Local Transport Facility ( Pass through)		\$ 0.00050	179,603	107.00	\$ 9,608.81			\$ -	\$ -
Tandem Transport Facility	\$ 0.000402	\$ 0.00050	304,342	13.00	\$ 1,978.45		\$ -	\$ -	\$ -
Tandem Transport Facility	\$ 0.000402		361,785		\$ 2,289.03			\$ 0.000402	\$ -
Tandem Transport Facility	\$ 0.000402		20,565			0.04	\$ 0.33	\$ 0.000402	\$ 0.33
Transport Termination		\$ 0.01450	633,877	1.00	\$ 9,191.27			\$ -	\$ -
			72,579			0.04	\$ 1.14	\$ 0.000402	\$ 1.14
Tandem Transport Termination	\$ 0.002090		453,116		\$ -	\$ -	\$ -	\$ 0.002090	\$ -
Tandem Transport Termination	\$ 0.002090		72,579		\$ -	\$ 1.00	\$ 151.71	\$ 0.002090	\$ 151.71
Tandem	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ 682.36	\$ -	\$ 682.36
Transport			0						
Transional Rate (LTR)			633,877					\$ 0.043741	\$ 27,726.41
					\$ 56,029.24		\$ 29,611.02		\$ 42,820.13
Difference fed to state							\$ (26,418.22)		\$ (13,209.11)
50% reduction							\$ (13,209.11)		
Per MOU Change required for option 1							\$ (0.020839)		

## DCTI

## IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL		\$ 0.043372	1,676,803		\$ 72,726.30		\$ -	\$ -	\$ -
Local Switching	\$ 0.044902	\$ 0.048938	1,429,013		\$ 69,933.04		\$ 64,165.54	\$ 0.044902	\$ 64,165.54
Information/100	\$ 0.049400		1,429,013		\$ -		\$ 705.93	\$ 0.049400	\$ 705.93
Local Transport Facility		\$ 0.000900	211,601	19.43	\$ 3,700.59		\$ -		\$ -
Local Transport Facility		\$ 0.000900	2,376,642	4.94	\$ 10,574.12				\$ -
Local Transport Facility (Pass through)		\$ 0.000900	241,628	66.81	\$ 14,529.13				\$ -
Tandem Transport Facility (Pass through)	\$ 0.000402	\$ 0.000900	9,195			0.04	\$ 0.15	\$ 0.000402	\$ 0.15
Tandem Transport Facility	\$ 0.000402	\$ -	163,622			0.04	\$ 2.58	\$ 0.000402	\$ 2.58
Local Transport Termination		\$ 0.000933	1,429,013	1.00	\$ 1,333.10				\$ -
Tandem Transport Termination	\$ 0.002090	\$ 0.000933	163,623			2.24	\$ 342.02	\$ 0.000933	\$ 342.02
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ 682.36		\$ 682.36
Transport			0						
Transional Rate (LTR)			1,429,013					\$ 0.037403	\$ 53,448.85
					\$ 172,796.28		\$ 65,898.58		\$ 119,347.43
Difference fed to state							\$ (106,897.69)		\$ (53,448.85)
50% reduction							\$ (53,448.85)		
Per MOU Change required for option 1							\$ (0.037403)		

## Dakota Central Coop

## InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL	\$ -	\$ 0.03470	556,718		\$ 19,318.11		\$ -	\$ -	\$ -
Local Switching Information/100	\$ 0.044902	\$ 0.01040	453,116		\$ 4,712.41		\$ 20,345.81	\$ 0.0104	\$ 4,712.20
Local Transport Facility Band 6		\$ 0.01580	453,116		\$ 71.59		\$ 223.84	\$ 0.0158	\$ 71.59
Local Transport Facility Band 7		\$ 0.05620	51,740	0.51	\$ 1,490.03			\$ -	\$ -
Local Transport Facility (DCTI)		\$ 0.05800	401,376	0.38	\$ 8,860.46			\$ -	\$ -
Local Transport Facility (Daktel)		\$ 0.00050	633,877	48.00	\$ 15,211.93			\$ -	\$ -
Tandem Transport Facility		\$ 0.00050	717,299	96.00	\$ 34,430.35			\$ -	\$ -
Tandem Transport Facility (DCTI)	\$ 0.000402		208,540			40.12	\$ 3,363.44	\$ 0.000402	\$ 3,363.44
Tandem Transport Facility (Daktel)	\$ 0.000402		633,877			18.46	\$ 4,705.15	\$ 0.000402	\$ 4,705.15
Line Termination		\$ 0.00830	717,299			40.12	\$ 11,568.76	\$ 0.000402	\$ 11,568.76
Tandem Transport Termination	\$ 0.002090		453,116	1	\$ 3,760.86			\$ -	\$ -
Tandem Transport Termination (DCTI)	\$ 0.002090		453,116		\$ -	\$ 0.46	\$ 435.75	\$ 0.00209	\$ 435.75
Tandem Transport Termination (Daktel)	\$ 0.002090		633,877		\$ -	\$ 0.46	\$ 609.71	\$ 0.00209	\$ 609.71
Tandem	\$ 0.002090		717,299		\$ -	\$ 1.00	\$ 1,499.15	\$ 0.00209	\$ 1,499.15
DT	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
Transport			0				\$ 2,538.83		\$ 2,538.83
Transional Rate (LTR)			453,116					\$ 0.081808	\$ 37,068.51
					\$ 87,855.75		\$ 45,290.44		\$ 66,573.09
Difference fed to state							\$ (42,565.30)		\$ (21,282.65)
50% reduction							\$ (21,282.65)		
Per MOU Change required							\$ (0.038229)		

**Dakota Central Coop**

**IntraLataTerminating Access**

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation	Reduction of 50% difference State and Federal
								Rate	Revenue
CCL		\$ 0.071259	877,443		\$ 62,525.71		\$ -	\$ -	\$ -
Local Switching	\$ 0.044902	\$ 0.043534	811,073		\$ 35,309.25		\$ 36,418.80	\$ 0.043534	\$ 35,309.32
Information/100	\$ 0.049400		811,073		\$ -		\$ 400.67	\$ 0.049400	\$ 400.67
Local Transport Facility		\$ 0.000346	522,619	47.98	\$ 8,675.47	-	\$ -	\$ -	\$ -
Local Transport Facility		\$ 0.000346	288,454	39.13	\$ 3,905.79				\$ -
Local Transport Facility (Daktel)	\$ 0.000402	\$ 0.000500	1,816,084	96.00	\$ 87,172.04				
Tandem Transport Facility	\$ 0.000402	\$ -	373,285			40.12	\$ 6,020.53	\$ 0.000346	\$ 5,181.76
Local Transport Facility (DCTI)	\$ 0.000402	\$ 0.000346	1,272,160		\$ 17,453.09				\$ -
Tandem Transport Facility (DCTI)	\$ 0.000402	\$ 0.000346	487,939			40.12	\$ 7,869.61	\$ 0.000346	\$ 6,773.35
Tandem Transport Facility (Daktel)	\$ 0.000402	\$ 0.000500	1,816,084			40.12	\$ 29,290.22	\$ 0.000346	\$ 25,209.99
Transport Termination	\$ 0.002090	\$ 0.000933	811,073		\$ 756.73				\$ -
Tandem Transport Termination	\$ 0.002090	\$ 0.000933	373,285		\$ -	1.00	\$ 779.99	\$ 0.000933	\$ 348.27
Tandem Switched Term (Daktel)	\$ 0.002090	\$ 0.000933	1,816,084			1.00	\$ 3,795.60	\$ 0.000933	\$ 1,694.41
Tandem Switched Term (DCTI)	\$ 0.002090	\$ 0.000933	487,939			1.00	\$ 1,019.77	\$ 0.000933	\$ 455.25
Tandem	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ 2,538.83		\$ 2,538.83
Transport			0						
Transional Rate (LTR)			811,073					\$ 0.091304	\$ 74,054.21
					\$ 215,798.08		\$ 88,134.02		\$ 151,966.05
Difference fed to state							\$ (127,664.06)		\$ (63,832.03)
50% reduction							\$ (63,832.03)		
Per MOU Change required							\$ (0.072748)		

## Dickey Rural Access

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL	\$ -	\$ 0.02240	273,089		\$ 6,117.19		\$ -	\$ 0.008817	\$ 2,407.72
Local Switching	\$ 0.013470	\$ 0.02200	161,987		\$ 3,563.71		\$ 2,181.96	\$ 0.022000	\$ 3,563.71
Information/100	\$ 0.049400	\$ -	161,987		\$ -		\$ 80.02	\$ -	\$ -
Local Transport Facility	\$ 0.000188	\$ 0.00760	2	1.32	\$ 0.02	-		\$ 0.007600	\$ 0.02
Local Transport Facility Band 7	\$ 0.000188	\$ -	0	-	\$ -	-	\$ -	\$ -	\$ -
Local Transport Facility	\$ 0.000188	\$ -	0	-	\$ -	-	\$ -	\$ -	\$ -
Local Transport Facility (Pass through)	\$ 0.000188	\$ -	0	-	\$ -	-	\$ -	\$ -	\$ -
Tandem Transport Facility (Pass through)	\$ 0.000188	\$ -	0	-	\$ -	-	\$ -	\$ -	\$ -
Line Termination	\$ 0.000979	\$ -	0	-	\$ -	-	\$ -	\$ -	\$ -
Transport Termination	\$ 0.000979	\$ 0.01450	0	-	\$ -	-	\$ -	\$ -	\$ -
Tandem Transport Termination (Pass through)	\$ 0.000979	\$ -	0	-	\$ -	\$ -	\$ -	\$ -	\$ -
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ -	\$ -	\$ -
Transport			0						
Transional Rate			161,987					\$ -	\$ -
					\$ 9,680.93		\$ 2,261.99		\$ 5,971.46
Difference fed to state							\$ (7,418.94)		\$ (3,709.47)
50% reduction							\$ (3,709.47)		
Per MOU Change required for option 1							\$ (0.013583)		

**Dickey Rural Access****IntraLataTerminating Access**

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL		\$ 0.027313	960,123		\$ 26,223.84		\$ -	\$ 0.006679	\$ 6,412.18
Local Switching Information/100	\$ 0.013470	\$ 0.027920	960,123		\$ 26,806.63		\$ 12,932.86	\$ 0.027920	\$ 26,806.63
Local Transport Facility	\$ 0.049400		960,123		\$ -		\$ 474.30	\$ -	\$ -
Local Transport Facility (Pass through)	\$ 0.000188	\$ 0.000564	136	-	\$ -	-	\$ -	\$ -	\$ -
Transport Termination (All)	\$ 0.000188	\$ 0.000564	136	-	\$ -	-	\$ -	\$ -	\$ -
Transport Termination (All)	\$ 0.000979	\$ 0.000933	0	-	\$ -	-	\$ -	\$ -	\$ -
Tandem Transport Termination (Pass Through)	\$ 0.000979	\$ 0.000933	0	-	\$ -	-	\$ -	\$ -	\$ -
Tandem	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ -	\$ -	\$ -
Transport			0						
Transional Rate			960,123					\$ -	\$ -
					\$ 53,030.47		\$ 13,407.16		\$ 33,218.82
Difference fed to state							\$ (39,623.32)		\$ (19,811.66)
50% reduction							\$ (19,811.66)		
Per MOU Change required for option 1							\$ (0.020635)		

### Dickey Rural Communications

#### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL	\$ -	\$ 0.02240	1,467,172		\$ 32,864.65		\$ -	\$ 0.003759	\$ 5,514.41
Local Switching	\$ 0.013470	\$ 0.02200	1,120,309		\$ 24,646.80		\$ 15,090.56	\$ 0.022000	\$ 24,646.80
Information/100	\$ 0.049400	\$ -	1,120,309				\$ 553.43	\$ -	\$ -
Local Transport Facility	\$ 0.000188	\$ 0.00760	1,473,276	1.00	\$ 11,197.26	-		\$ 0.007600	\$ 11,197.26
Local Transport Facility (Pass through - DRT)	\$ 0.000188	\$ 0.05800	298,139	0.08	\$ 1,383.36	-	\$ -	\$ 0.058000	\$ 1,383.36
Local Transport Facility (Pass through - DRA)	\$ 0.000188	\$ 0.00760	33,185	1.00	\$ 252.24	-		\$ 0.007600	\$ 252.24
Local Transport Termination	\$ 0.000979	\$ 0.01450	11	1.00	\$ 0.16	-		\$ 0.014500	\$ 0.16
Tandem Transport Termination (Pass through)	\$ 0.000979		0					\$ -	\$ -
Tandem			0		\$ -			\$ -	\$ -
DT			0					\$ -	\$ -
Transport			0					\$ -	\$ -
Transional Rate			1,120,309					\$ -	\$ -
					\$ 70,344.47		\$ 15,643.99		\$ 42,994.23
Difference fed to state							\$ (54,700.48)		\$ (27,350.24)
50% reduction							\$ (27,350.24)		
Per MOU Change required for option 1							\$ (0.018641)		

## Dickey Rural Communications

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL		\$ 0.027313	2,290,245		\$ 62,553.46		\$ -	\$ 0.004047	\$ 9,268.53
Local Switching	\$ 0.013470	\$ 0.027920	2,285,730		\$ 63,817.58		\$ 30,788.78	\$ 0.027920	\$ 63,817.58
Information/100	\$ 0.049400	\$ -	2,285,730		\$ -		\$ 1,129.15	\$ -	\$ -
Local Transport Facility	\$ 0.000188	\$ 0.000564	1,145,897	10.30	\$ 6,657.65	-		\$ 0.000564	\$ 6,657.65
Local Transport Facility (Pass through)	\$ 0.000188	\$ 0.000564	1,186,140	8.16	\$ 5,458.70	-		\$ 0.000564	\$ 5,458.70
Transport Termination	\$ 0.000979	\$ 0.000933	458	0.96	\$ 0.41	-		\$ 0.000933	\$ 0.41
Tandem			0		\$ -			\$ -	\$ -
DT			0					\$ -	\$ -
Transport			0						
Translational Rate			1,530,771					\$ -	\$ -
					\$ 138,487.80		\$ 31,917.93	\$ 85,202.87	
Difference fed to state							\$ (106,569.87)	\$ (53,284.93)	
50% reduction							\$ (53,284.93)		
Per MOU Change required for option 1							\$ (0.023266)		

## Dickey Rural Telephone Cooperative

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL	\$ -	\$ 0.03290	705,879		\$ 23,223.42		\$ -	\$ -	\$ -
Local Switching	\$ 0.013470	\$ 0.01040	567,858		\$ 5,905.72		\$ 7,649.05	\$ 0.010400	\$ 5,905.66
Information/100	\$ 0.049400	\$ 0.01580	567,858		\$ 88.56		\$ 280.52	\$ 0.015800	\$ 88.56
Local Transport Facility Band 6	\$ 0.000188	\$ 0.05620	69,966	0.56	\$ 2,201.95	-		\$ 0.056200	\$ 2,201.95
Local Transport Facility Band 7	\$ 0.000188	\$ 0.05800	497,892	0.56	\$ 16,138.52	-	\$ -	\$ 0.058000	\$ 16,138.52
Local Transport Facility	\$ 0.000188	\$ 0.05800	567,858	-	\$ -	64.09	\$ 6,841.79	\$ -	\$ -
Local Transport Facility (Pass through)	\$ 0.000188	\$ 0.05800	1,010,109			105.50	\$ 20,034.93		
Tandem Transport Facility (Pass through)	\$ 0.000188	\$ 0.05800	1,010,109	0.71	\$ 41,873.53			\$ 0.058000	\$ 41,873.53
Line Termination	\$ 0.000979	\$ 0.00830	567,858	1.00	\$ 4,713.52			\$ 0.002793	\$ 1,586.13
Transport Termination	\$ 0.000979	\$ 0.00830	567,858			0.32	\$ 178.98		
Tandem Transport Termination (Pass through)	\$ 0.000979	\$ 0.00830	898,901	1.12	\$ 8,383.76	\$ 0.60	\$ 524.26	\$ 0.002793	\$ 2,821.19
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ 3,192.54		\$ -
Transport			0						
Transional Rate			567,858					\$ -	\$ -
					\$ 102,528.98		\$ 38,702.07		\$ 70,615.53
Difference fed to state							\$ (63,826.91)		\$ (31,913.46)
50% reduction							\$ (31,913.46)		
Per MOU Change required for option 1							\$ (0.045211)		

## Dickey Rural Telephone Cooperative

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL		\$ 0.030670	1,530,771		\$ 46,948.75		\$ -	\$ -	\$ -
Local Switching	\$ 0.013470	\$ 0.027248	1,530,771		\$ 41,710.45		\$ 20,619.49	\$ 0.010400	\$ 15,920.02
Information/100	\$ 0.049400		1,530,771		\$ -		\$ 756.20	\$ -	\$ -
Local Transport Facility	\$ 0.000188	\$ 0.000574	1,530,771	85.48	\$ 75,109.99	63.95	\$ 18,404.46	\$ 0.000427	\$ 55,888.72
Local Transport Facility (Pass through)	\$ 0.000188	\$ 0.000574	3,245,659	109.75	\$ 204,472.94	64.95	\$ 39,632.75	\$ 0.000427	\$ 152,146.61
Transport Termination (All)	\$ 0.000979	\$ 0.000933	1,530,771	1.00	\$ 1,427.80	0.34	\$ 481.41	\$ 0.000933	\$ 1,427.80
Tandem Transport Termination (Pass Through)	\$ 0.000979	\$ 0.000933	3,245,659	1.00	\$ 3,027.57	0.34	\$ 1,037.09	\$ 0.000933	\$ 3,027.57
Tandem	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ 3,192.54		\$ -
Transport			0						\$ -
Transional Rate			1,530,771					\$ -	\$ -
					\$ 372,697.49		\$ 84,123.94		\$ 228,410.72
Difference fed to state							\$ (288,573.56)		\$ (144,286.78)
50% reduction							\$ (144,286.78)		
Per MOU Change required for option 1							\$ (0.094258)		

## Griggs County Telephone Company

Exchange Group 1  
Exchange Group 2

All except Finlay  
Finlay

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.01740	298,544		\$ 5,194.67		\$ -	\$ 0.017400	\$ 5,194.67
CCL (Exchange group 2)	\$ -	\$ 0.02240	91,113		\$ 2,040.93		\$ -	\$ 0.022400	\$ 2,040.93
Local Switching (All)	\$ 0.044902	\$ 0.010400	243,402		\$ 2,531.38		\$ 10,929.24	\$ 0.0104	\$ 2,531.38
Information/100 (All)	\$ 0.049400	\$ 0.01580	243,402		\$ 38.46		\$ 120.24	\$ 0.0158	\$ 38.46
Local Transport Facility (All) Band 6		\$ 0.05620	243,402	0.33	\$ 4,462.75			\$ 0.0562	\$ 4,462.75
Tandem Transport Facility	\$ 0.000402		1,361,873			24.59	\$ 13,462.42	\$ -	
Line Termination (All)		\$ 0.00830	243,402	1	\$ 2,020.24			\$ 0.0083	\$ 2,020.24
Transport Termination (Exchange group 1)		\$ -	0		\$ -			\$ -	\$ -
Transport Termination (Exchange group 2)		\$ -	0		\$ -			\$ -	\$ -
Tandem Transport Termination	\$ 0.002090		243,402		\$ -	\$ 1.58	\$ 802.44	\$ -	\$ -
Tandem Transport Termination (Pass through)	\$ 0.002090		0		\$ -	-		\$ -	\$ -
Tandem	\$ 0.005272		342,441		\$ -		\$ 1,805.35	\$ -	\$ -
DT			0						
Transport			0						
Translational Rate			0					\$ -	\$ -
					\$ 16,288.42		\$ 27,119.69		\$ 16,288.42
Difference fed to state							\$ 10,831.26		\$ 10,831.26
50% reduction							N/A		
Per MOU Change required for option 1							N/A		

## Griggs County Telephone Company

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)		\$ 0.017400	1,258,574		\$ 21,899.19		\$ -	\$ 0.017380	\$ 21,873.99
CCL (Exchange group 2)		\$ 0.022400	529,605		\$ 11,863.15		\$ -	\$ 0.022380	\$ 11,852.55
Local Switching (All)	\$ 0.044902	\$ 0.010400	1,788,121		\$ 18,596.46		\$ 80,290.21	\$ 0.010400	\$ 18,596.46
Information/100 (All)	\$ 0.049400	\$ 0.015800	1,788,121		\$ 282.52		\$ 883.33	\$ 0.0158	\$ 282.52
Local Transport Facility (All) Band 6		\$ 0.05620	1,788,121	0.39	\$ 39,376.51			\$ 0.0562	\$ 39,376.51
Tandem Transport Facility	\$ 0.000402	\$ -	1,788,121			24.57	\$ 17,659.61	\$ -	\$ -
Line Termination (All)		\$ 0.00830	1,788,121	1	\$ 14,841.40		\$ -	\$ 0.008300	\$ 14,841.40
Transport Termination (All)		\$ -	0		\$ -			\$ -	\$ -
Tandem Transport Termination	\$ 0.002090		1,788,121		\$ -	\$ 1.58	\$ 5,895.00	\$ -	\$ -
Tandem Transport Termination (Pass Through)									
Tandem	\$ 0.005272		390,644		\$ -		\$ 2,059.48	\$ -	\$ -
DT			0				\$ -		
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 106,859.24		\$ 106,787.63		\$ 106,823.43
Difference fed to state							\$ (71.61)		\$ (35.80)
50% reduction							\$ (35.80)		
Per MOU Change required for option 1							\$ (0.000020)		

### Inter-community Telephone Company

Exchanges in Group 1  
Exchanges in Group 2

Alice, Buffalo, Dazey, Hannaford, Nome  
Hope, Page, Sanborn, and Tower City

#### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.04610	97,420		\$ 4,491.06		\$ -	\$ 0.031663	\$ 3,084.56
CCL (Exchange group 2)	\$ -	\$ 0.02240	121,052		\$ 2,711.56		\$ -	\$ 0.007963	\$ 963.88
Local Switching (Exchange group 1)	\$ 0.031431	\$ 0.01040	97,420		\$ 1,013.17		\$ 3,062.01	\$ 0.0104	\$ 1,013.17
Local Switching (Exchange group 2)	\$ 0.031431	\$ 0.02200	121,052		\$ 2,663.14		\$ 3,804.79	\$ 0.0220	\$ 2,663.14
Information/100 (All)	\$ 0.049400	\$ 0.01580	218,472		\$ 34.52		\$ 107.93	\$ 0.0158	\$ 34.52
Local Transport Facility (Exchange group 1) Band 5		\$ 0.06020	63,603	0.94	\$ 3,618.30			\$ 0.0602	\$ 3,618.30
Local Transport Facility (Exchange group 1) Band 6		\$ 0.05620	33,817	0.99	\$ 1,881.30			\$ 0.0562	\$ 1,881.30
Local Transport Facility (Exchange group 2)		\$ 0.00760	121,052	1	\$ 920.00			\$ 0.0076	\$ 920.00
Tandem Transport Facility	\$ 0.000402		218,472			56.13	\$ 4,929.59	\$ -	\$ -
Line Termination (Exchange Group 1)		\$ 0.00830	97,420	1	\$ 808.59			\$ 0.0083	\$ 808.59
Transport Termination (Exchange group 1)		\$ -	0		\$ -			\$ -	\$ -
Transport Termination (Exchange group 2)		\$ 0.01450	121,052		\$ 1,755.25			\$ 0.0145	\$ 1,755.25
Tandem Transport Termination	\$ 0.002090		218,472		\$ -	\$ 2.55	\$ 1,163.61	\$ -	\$ -
Tandem	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
Direct Trunks- NECA Band 10	Various		0				\$ 520.61		
Transport			0						
Translational Rate			0					\$ -	\$ -
					\$ 19,896.89		\$ 13,588.53		\$ 16,742.71
Difference fed to state							\$ (6,308.36)		\$ (3,154.18)
50% reduction							\$ (3,154.18)		
Per MOU Change required for option 1							\$ (0.014437)		

## Inter-community Telephone Company

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)		\$ 0.056394	923,528		\$ 52,081.44		\$ -	\$ 0.016014	\$ 14,789.03
CCL (Exchange group 2)		\$ 0.060736	845,359		\$ 51,343.72		\$ -	\$ 0.020356	\$ 17,207.81
Local Switching (Exchange group 1)	\$ 0.031431	\$ 0.046057	923,528		\$ 42,534.93		\$ 29,027.41	\$ 0.046057	\$ 42,534.93
Local Switching (Exchange group 2)	\$ 0.031431	\$ 0.044851	845,359		\$ 37,915.20		\$ 26,570.48	\$ 0.044851	\$ 37,915.20
Information/100	\$ 0.049400	\$ -	1,768,887		\$ -		\$ 873.83	\$ -	\$ -
Local Transport Facility (Exchange group 1) Band 1		\$ -	0		\$ -			\$ -	\$ -
Local Transport Facility (Exchange group 1)		\$ 0.000541	923,528	49.32	\$ 24,642.72			\$ 0.000541	\$ 24,642.72
Local Transport Facility (Exchange group 2)		\$ 0.002095	845,359	22.00	\$ 38,956.07			\$ 0.002095	\$ 38,956.07
Tandem Transport Facility	\$ 0.000402	\$ -	1,768,887			55.79	\$ 39,673.74	\$ -	\$ -
Transport Termination (All)		\$ 0.000933	1,768,887		\$ 1,650.37			\$ 0.000933	\$ 1,650.37
Tandem Transport Termination	\$ 0.002090		1,768,887		\$ -	\$ 5.82	\$ 9,601.74	\$ -	\$ -
Tandem	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
DT NECA Band 10	Various		0				\$ 520.61		
Transport			0						
Translational Rate			0					\$ -	\$ -
					\$ 249,124.45		\$ 106,267.81		\$ 177,696.13
Difference fed to state							\$ (142,856.64)		\$ (71,428.32)
50% reduction							\$ (71,428.32)		
Per MOU Change required for option 1							\$ (0.040380)		

## Nemont ND/Missouri Valley Communications (MVC)

### InterLata and IntraLATA Terminating Access

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (MVC)	\$ -	\$ 0.01050	3,983,058		\$ 41,822.11		\$ -	0	\$ -
CCL (Nemont ND)	\$ -	\$ 0.01050	242,475		\$ 2,545.99		\$ -		\$ -
Local Switching (MVC)	\$ 0.026941	\$ 0.010400	3,983,058		\$ 41,423.80		\$ 107,307.57	\$ 0.0104	\$ 41,423.71
Local Switching (Nemont ND)	\$ 0.026941	\$ 0.01040	242,475		\$ 2,521.74		\$ 6,532.52	\$ 0.0104	\$ 2,521.74
Information/100 (MVC)	\$ 0.049400	\$ 0.01580	3,983,058		\$ 629.32		\$ 1,967.63	\$ 0.0158	\$ 629.32
Information/100 (Nemont ND)	\$ 0.049400		242,475		\$ -		\$ 119.78	\$ 0.0158	\$ 38.31
Local Transport Facility (MVC)		\$ 0.05800	3,983,058	0.33	\$ 75,722.86			\$ -	\$ -
Local Transport Facility (Nemont ND)		\$ 0.05800	242,475	0.23	\$ 3,203.17			\$ -	\$ -
Local Transport Facility (Pass through)		\$ 0.05800	1,948,690	0.27	\$ 30,473.48				\$ -
Tandem Transport Facility (Both)	\$ 0.000188		4,225,533			8.31	\$ 6,598.25	\$ 0.000188	\$ 6,598.25
Tandem Transport Facility (Pass through)	\$ 0.000188		1,948,690			0.43	\$ 157.23	\$ 0.000188	\$ 157.23
Line Termination (MVC)		\$ 0.00830	3,983,058	1	\$ 33,059.38			\$ -	\$ -
Line Termination (Nemont ND)		\$ 0.00830	242,475		\$ 2,012.54			\$ -	\$ -
Transport Termination (Nemont ND)	\$ 0.000979	\$ -	0		\$ -			\$ -	\$ -
Tandem Transport Termination (Both)	\$ 0.000979		4,225,533		\$ -	\$ 1.11	\$ 4,611.56	\$ 0.000979	\$ 4,611.56
Tandem Transport Termination (Pass through)	\$ 0.000979		0		\$ -	-			
Tandem	\$ 0.002468		0		\$ -		\$ -	\$ -	\$ -
DT			0						
Transport			0						
Transional Rate (LTR)			4,225,533					\$ 0.029434	\$ 124,374.34
					\$ 233,414.40		\$ 127,294.54		\$ 180,354.47
Difference fed to state							\$ (106,119.86)		\$ (53,059.93)
50% reduction							\$ (53,059.93)		
Per MOU Change required for option 1							\$ (0.012557)		

## Moore & Liberty Telephone Company

Exchange Group 1  
Exchange Group 2

All except Sheldon  
Sheldon

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation 50% difference	Reduction of State and Federal Revenue
CCL (Exchange group 1)	\$ -	\$ 0.03460	115,096		\$ 3,982.32		\$ -	\$ 0.025029	\$ 2,880.79
CCL (Exchange group 2)	\$ -	\$ 0.02240	13,695		\$ 306.77		\$ -	\$ 0.012829	\$ 175.70
Local Switching (All)	\$ 0.044902	\$ 0.010400	81,368		\$ 846.23		\$ 3,653.59	\$ 0.010400	\$ 846.23
Information/100 (All)	\$ 0.049400	\$ 0.01580	81,368		\$ 12.86		\$ 40.20	\$ 0.015800	\$ 12.86
Local Transport Facility (All) Band 5		\$ 0.06020	81,368	0.20	\$ 994.86			\$ 0.060200	\$ 994.86
Local Transport Facility (Group 2)		\$ -	0	-	\$ -			\$ -	\$ -
Tandem Transport Facility	\$ 0.000402		81,368			12.28	\$ 401.67	\$ -	\$ -
Line Termination (All)		\$ 0.00830	81,368	1.00	\$ 675.33			\$ 0.008300	\$ 675.33
Local Transport Termination (Exchange group 1)		\$ -	0		\$ -			\$ -	\$ -
Local Transport Termination (Exchange group 2)		\$ -	0		\$ -			\$ -	\$ -
Tandem Transport Termination	\$ 0.002090		81,368		\$ -	\$ 1.00	\$ 170.04	\$ -	\$ -
Tandem Transport Termination (Pass through)	\$ 0.002090		0		\$ -			\$ -	\$ -
Tandem	\$ 0.005272		16,628		\$ -		\$ 87.66	\$ -	\$ -
DT			0						
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 6,818.36		\$ 4,353.15		\$ 5,585.76
Difference fed to state							\$ (2,465.21)		\$ (1,232.60)
50% reduction							\$ (1,232.60)		
Per MOU Change required for option 1							\$ (0.009571)		

## Moore & Liberty Telephone Company

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)		\$ 0.034600	402,389		\$ 13,922.66		\$ -	\$ 0.026595	\$ 10,701.71
CCL (Exchange group 2)		\$ 0.022400	110,238		\$ 2,469.33		\$ -	\$ 0.014395	\$ 1,586.92
Local Switching (All)	\$ 0.044902	\$ 0.010400	510,762		\$ 5,311.92		\$ 22,934.24	\$ 0.010400	\$ 5,311.92
Information/100 (All)		\$ 0.015800	510,762		\$ 80.70		\$ 252.32	\$ 0.0158	\$ 80.70
Information/100 (All)	\$ 0.049400	\$ -	0				\$ -		
Local Transport Facility (All) Band 5		\$ 0.06020	510,762	0.31	\$ 9,508.28			\$ 0.0602	\$ 9,508.28
Local Transport Facility (Exchange group 1)		\$ -	0	-				\$ -	\$ -
Local Transport Facility (Group 2)		\$ -	0	-	\$ -			\$ -	\$ -
Tandem Transport Facility	\$ 0.000402	\$ -	510,762			1.23	\$ 2,521.35		\$ -
Tandem Transport Facility (Pass through)	\$ -	\$ -	0				\$ -		
Line Termination (All)		\$ 0.008300	510,762		\$ 4,239.32			\$ 0.008300	\$ 4,239.32
Tandem Transport Termination	\$ 0.002090		510,762		\$ -	\$ 1.00	\$ 1,067.35	\$ -	\$ -
Tandem Transport Termination (Pass Through)									
Tandem	\$ 0.005272		104,375		\$ -		\$ 550.27	\$ -	\$ -
DT			0				\$ -		
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 35,532.22		\$ 27,325.52		\$ 31,428.87
Difference fed to state							\$ (8,206.70)		\$ (4,103.35)
50% reduction							\$ (4,103.35)		
Per MOU Change required for option 1							\$ (0.008005)		

## North Dakota Telephone Company

### Exchange Group 1

Balta, Drake, Esmond, Fessenden, Harvey, Knox, Leeds, Maddock, Minnwaukan, Rugby

### Exchange Group 2

Cando, Crary, Devils Lake, Ft. Totten, Hampden, McVilke, New Rockford, Oberon, Pekin, Penn, Sheyenne, Starkweather, Tolna, Warwick, Webster

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of	
								50% difference State and Federal	Rate
CCL (Exchange group 1)	\$ -	\$ 0.02240	2,047,550		\$ 45,865.12		\$ -	\$ -	\$ -
CCL (Exchange group 2)	\$ -	\$ 0.03440	2,371,428		\$ 81,577.12		\$ -	\$ -	\$ -
Local Switching (Exchange group 1)	\$ 0.026941	\$ 0.022000	2,046,943		\$ 45,032.75		\$ 55,146.69	\$ 0.0220	\$ 45,032.75
Local Switching (Exchange group 2)	\$ 0.026941	\$ 0.02592	1,729,897		\$ 44,838.93		\$ 46,605.16	\$ 0.02592	\$ 44,840.31
Information/100 (Exchange Group 2)	\$ 0.049400	\$ 0.06900	1,729,897		\$ 1,193.63				\$ -
Information/100 (All)	\$ 0.049400		3,776,840				\$ 1,865.76	\$ 0.0494	\$ 1,865.76
Local Transport Facility (Exchange group 1)		\$ 0.00760	2,046,943	1.00	\$ 15,556.99				\$ -
Local Transport Facility (Pass through)		\$ 0.00050	8,837	118.01	\$ 521.44			\$ -	\$ -
Local Transport Facility (Pass through)		\$ 0.00050	1,655,818	58.00	\$ 48,019.11			\$ -	\$ -
Local Transport Facility (Group 2)		\$ 0.00036	1,729,897	28.80	\$ 17,932.52				\$ -
Tandem Transport Facility	\$ 0.000402		3,682,536			40.17	\$ 53,251.84	\$ 0.000360	\$ 53,251.84
Tandem Transport Facility (Pass through)	\$ 0.000402		8,837			47.20	\$ 150.16	\$ 0.000360	\$ 150.16
Tandem Transport Facility (Pass through)	\$ 0.000402		1,655,818			49.00	\$ 29,208.59	\$ 0.000360	\$ 29,208.59
Line Termination (Exchange Group 1)			0		\$ -				\$ -
Transport Termination (Exchange group 1)		\$ 0.01450	2,046,943		\$ 29,680.67			\$ -	\$ -
Transport Termination (Exchange group 2)		\$ 0.00637	1,729,897		\$ 11,019.44				\$ -
Tandem Transport Termination	\$ 0.002090		6,266,733		\$ -	\$ 1.00	\$ 13,097.04	\$ 0.00209	\$ 13,097.47
Tandem Transport Termination (Pass through)	\$ 0.002090		0		\$ -				\$ -
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ 2,426.64		\$ 2,426.64
Transport			0						
Transional Rate (LTR)			3,776,840					\$ 0.021611	\$ 81,621.29
					\$ 341,237.73		\$ 201,751.88		\$ 271,494.81
Difference fed to state							\$ (139,485.85)		\$ (69,742.93)
50% reduction							\$ (69,742.93)		
Per MOU Change required for option 1							\$ (0.015783)		

## North Dakota Telephone Company

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (All)		\$ 0.039900	5,962,937		\$ 237,921.19		\$ -	\$ -	\$ -
Local Switching (All) Information/100	\$ 0.026941	\$ 0.029906	5,702,502		\$ 170,539.02		\$ 153,631.11	\$ 0.026941	\$ 153,628.55
Information/100		\$ -	0		\$ -			\$ -	\$ -
Information/100	\$ 0.049400	\$ -	5,702,502				\$ 2,817.04	\$ 0.0494	\$ 2,817.04
Local Transport Facility (All).		\$ 0.000182	5,560,116	63.06	\$ 63,811.04			\$ -	\$ -
Local Transport Facility (All)		\$ 0.000182	2,718,433	49.00	\$ 24,243.18			\$ -	\$ -
Local Transport Facility (Pass through)		\$ 0.000500	13,901	118.02	\$ 820.27			\$ -	\$ -
Tandem Transport Facility	\$ 0.000402		5,560,116			40.17	\$ 89,783.19	\$ 0.000182	\$ 40,648.11
Tandem Transport Facility (Pass through)	\$ 0.000402		2,718,433			49.00	\$ 53,547.70	\$ 0.000182	\$ 24,242.99
Tandem Transport Facility (Pass through)	\$ 0.000402		13,901			104.26	\$ 263.77	\$ 0.000182	\$ 263.77
Transport Termination (All)		\$ 0.000933	5,702,502		\$ 5,320.43			\$ -	\$ -
Tandem Transport Termination	\$ 0.002090		9,461,894		\$ -	\$ 2.24	\$ 19,774.70	\$ 0.000933	\$ 8,827.95
Tandem Transport Termination (Pass Through)						-			
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ 2,426.64		\$ 2,426.64
Transport			0						
Translational Rate (LTR)			5,702,502					\$ 0.031494	\$ 179,594.60
					\$ 502,655.14		\$ 322,244.14		\$ 412,449.64
Difference fed to state							\$ (180,410.99)		\$ (90,205.50)
50% reduction							\$ (90,205.50)		
Per MOU Change required for option 1							\$ (0.015128)		

## Northwest Communications Cooperative

### Exchange Group 1

### Exchange Group 2

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.02730	485,178		\$ 13,245.36		\$ -	\$ -	
CCL (Exchange group 2)	\$ -	\$ 0.02290	313,304		\$ 7,174.66		\$ -	\$ -	
Local Switching (Exchange group 1)	\$ 0.026941	\$ 0.010400	445,920		\$ 4,637.57		\$ 12,013.53	\$ 0.0104	\$ 4,638.22
Local Switching (Exchange group 2)	\$ 0.026941	\$ 0.02200	283,333		\$ 6,233.33		\$ 7,633.27	\$ 0.0220	\$ 6,233.33
Information/100 (Exchange Group 1)	\$ 0.049400	\$ 0.01580	445,920		\$ 70.46		\$ 220.28	\$ 0.0158	\$ 70.46
Information/100 (Exchange Group 2)	\$ 0.049400		283,333				\$ 139.97	\$ 0.0158	\$ 44.77
Local Transport Facility (Exchange group 1) Band 6		\$ 0.05620	44,253	0.99	\$ 2,462.32				\$ -
Local Transport Facility (Exchange group 1) Band 7		\$ 0.05800	401,667	0.27	\$ 6,356.83			\$ -	\$ -
Local Transport Facility (Group 2)		\$ 0.00760	283,333	1.00	\$ 2,153.35			\$ -	\$ -
Tandem Transport Facility	\$ 0.000402		811,510			41.61	\$ 13,573.55	\$ 0.000402	\$ 13,573.55
Line Termination (Exchange Group 1)		\$ 0.00830	445,920	1	\$ 3,701.14				\$ -
Transport Termination (Exchange group 1)		\$ -	0		\$ -			\$ -	\$ -
Transport Termination (Exchange group 2)		\$ 0.01450	283,333		\$ 4,108.33				\$ -
Tandem Transport Termination	\$ 0.002090		1,407,802		\$ -	\$ 1.00	\$ 2,942.31	\$ 0.00209	\$ 2,942.31
Tandem Transport Termination (Pass through)	\$ 0.002090		0		\$ -				\$ -
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT - NECA Band 10	Various		0				\$ 2,662.98		\$ 2,662.98
Transport			0						
Transional Rate (LTR)			729,253					\$ 0.019882	\$ 14,499.01
					\$ 50,143.33		\$ 39,185.90		\$ 44,664.62
Difference fed to state							\$ (10,957.44)		\$ (5,478.72)
50% reduction							\$ (5,478.72)		
Per MOU Change required for option 1							\$ (0.006861)		

## Northwest Communications Cooperative

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (All)		\$ 0.041222	2,060,363		\$ 84,932.28		\$ -	\$ -	\$ -
Local Switching (All) Information/100	\$ 0.026941	\$ 0.026105	2,060,363		\$ 53,785.78		\$ 55,508.24	\$ 0.026105	\$ 53,786.08
Information/100		\$ -	0		\$ -		\$ -	\$ -	\$ -
Information/100	\$ 0.049400	\$ -	2,060,363				\$ 1,017.82	\$ 0.0494	\$ 1,017.82
Local Transport Facility (Exchange group 1) Band 1		\$ -	0		\$ -		\$ -	\$ -	\$ -
Local Transport Facility (All)		\$ 0.000597	2,214,342	41.81	\$ 55,276.01		\$ -	\$ -	\$ -
Tandem Transport Facility	\$ 0.000402	\$ -	3,514,020			27.15	\$ 38,349.43	\$ 0.000402	\$ 38,349.43
Tandem Transport Facility (Pass through)	\$ -	\$ -	0			-	\$ -	\$ -	\$ -
Transport Termination (All)		\$ 0.000933	2,060,363		\$ 1,922.32		\$ -	\$ -	\$ -
Tandem Transport Termination	\$ 0.002090		3,977,472		\$ -	\$ 2.24	\$ 8,312.94	\$ 0.000933	\$ 3,710.98
Tandem Transport Termination (Pass Through)						-	\$ -	\$ -	\$ -
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT - NECA Band 10	Various		0				\$ 2,662.98		\$ 2,662.98
Transport			0						
Transional Rate (LTR)			2,060,363					\$ 0.024926	\$ 51,356.61
					\$ 195,916.39		\$ 105,851.41		\$ 150,883.90
Difference fed to state							\$ (90,064.98)		\$ (45,032.49)
50% reduction							\$ (45,032.49)		
Per MOU Change required for option 1							\$ (0.021857)		

## Polar Communications Mutual Aid Corporation Study Area 381614

Exchanges (Group 1)  
Exchanges (Group 2)

Gilby  
All others

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.01980	24,782		\$ 490.68		\$ -	\$ -	\$ -
CCL (Exchange group 2)	\$ -	\$ 0.02290	212,409		\$ 4,864.17		\$ -	\$ -	\$ -
Local Switching (Exchange group 1)	\$ 0.031431	\$ 0.01040	24,782		\$ 257.73		\$ 778.92	\$ 0.0104	\$ 257.73
Local Switching (Exchange group 2)	\$ 0.031431	\$ 0.02200	212,409		\$ 4,673.00		\$ 6,676.23	\$ 0.0220	\$ 4,673.00
Information/100 (Exchange Group 1)	\$ 0.049400	\$ -	24,782		\$ -		\$ 12.24		\$ -
Information/100 (Exchange Group 2)	\$ 0.049400		212,409				\$ 104.93		\$ -
Local Transport Facility (Exchange group 1)		\$ -	24,782	-		-	\$ 259.02		\$ -
Local Transport Facility (Pass through)		\$ 0.00050	543,413	33.00	\$ 8,966.48			\$ 0.0005	\$ 8,966.48
Local Transport Facility (Group 2)		\$ 0.00760	212,409	1.00	\$ 1,614.31			\$ 0.005293	\$ 1,124.28
Tandem Transport Facility	\$ 0.000402		212,409			31.64	\$ 2,701.93	\$ -	\$ -
Line Termination (Exchange Group 1)		\$ 0.00830	24,782	1	\$ 205.69			\$ 0.0083	\$ 205.69
Transport Termination (Exchange group 1)		\$ 0.05580	24,782	0.90	\$ 1,244.50			\$ 0.0558	\$ 1,244.50
Transport Termination (Exchange group 2)		\$ 0.01450	212,409		\$ 3,079.93			\$ 0.0145	\$ 3,079.93
Tandem Transport Termination	\$ 0.002090		237,191		\$ -	\$ 1.34	\$ 662.18	\$ -	\$ -
Tandem Transport facility (Pass through)	\$ 0.000402		543,413		\$ -	\$ 11.50	\$ 2,511.29		
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0						
Transport			0						
Transional Rate			0						
					\$ 25,396.49		\$ 13,706.74	\$ -	\$ -
								\$ -	\$ 19,551.61
Difference fed to state							\$ (11,689.75)		\$ (5,844.87)
50% reduction							\$ (5,844.87)		
Per MOU Change required for option 1							\$ (0.024642)		

## Polar Communications Mutual Aid Corporation Study Area 381614

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)		\$ 0.019800	96,554		\$ 1,911.77		\$ -	\$ 0.000291	\$ 28.08
CCL (Exchange group 2)		\$ 0.022900	945,794		\$ 21,658.68		\$ -	\$ 0.000291	\$ 275.01
Local Switching (Exchange group 1)	\$ 0.031431	\$ 0.010400	96,554		\$ 1,004.16		\$ 3,034.79	\$ 0.010400	\$ 1,004.16
Local Switching (Exchange group 2)	\$ 0.031431	\$ 0.022000	945,794		\$ 20,807.47		\$ 29,727.25	\$ 0.022000	\$ 20,807.47
Information/100 (Exchange Group 1)	\$ 0.049400		96,554		\$ -		\$ 47.70	\$ -	\$ -
Information/100 (Exchange Group 2)	\$ 0.049400	\$ -	945,794		\$ -		\$ 467.22		
Access Adjustment - Gilby		\$ 0.01920	96,554		\$ 1,853.84			\$ 0.0192	\$ 1,853.84
Local Transport Facility (Exchange group 1) Band 1		\$ -	0		\$ -			\$ -	\$ -
Line Termination (Exchange Group 1)		\$ 0.008300	96,554	1.00	\$ 801.40			\$ 0.008300	\$ 801.40
Local Transport Facility (Group 2)		\$ 0.007600	945,794	1.00	\$ 7,188.03			\$ 0.007600	\$ 7,188.03
Tandem Transport Facility	\$ 0.000402	\$ -	1,042,348			29.59	\$ 12,398.59	\$ -	\$ -
Tandem Transport Facility (Pass through)	\$ 0.000402	\$ 0.000500	1,849,658	33.00	\$ 30,519.86			\$ 0.000500	\$ 30,519.86
Transport Termination (Gilby)		\$ 0.055800	96,554	0.90	\$ 4,848.94			\$ 0.055800	\$ 4,848.94
Transport Termination (Exchange Group 2)		\$ 0.014500	945,794		\$ 13,714.01			\$ 0.014500	\$ 13,714.01
Tandem Transport Termination	\$ 0.002090		1,042,348		\$ -	\$ 1.64	\$ 3,570.22	\$ -	\$ -
Tandem Transport Facility (Pass Through)	\$ 0.000402		1,849,658			11.47	\$ 8,527.67		
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ -		
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 104,308.16		\$ 57,773.44		\$ 81,040.80
Difference fed to state							\$ (46,534.72)		\$ (23,267.36)
50% reduction							\$ (23,267.36)		
Per MOU Change required for option 1							\$ (0.022322)		

## Polar Communications Mutual Aid Corporation Study Area 381630

Exchanges (Group 1)

Exchanges (Group 2)

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of	
								50% difference	State and Federal
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.02240	667,632		\$ 14,954.96		\$ -	\$ 0.001200	\$ 801.40
Local Switching (Exchange group 1)	\$ 0.040412	\$ 0.01040	667,632		\$ 6,943.37		\$ 26,980.34	\$ 0.0104	\$ 6,943.37
Information/100 (Exchange Group 1)	\$ 0.049400	\$ -	667,632		\$ -		\$ 329.81		\$ -
Local Transport Facility (Exchange group 1) Band 6	\$ 0.000402	\$ 0.05620	381,984	1.00	\$ 21,467.51	-		\$ 0.0562	\$ 21,467.50
Local Transport Facility (Exchange group 1) Band 5	\$ 0.000402	\$ 0.06020	285,648	1.00	\$ 17,196.00	-		\$ 0.0602	\$ 17,196.01
Tandem Transport Facility	\$ 0.000402		667,632			28.65	\$ 7,689.86	\$ -	
Line Termination (Exchange Group 1)	\$ 0.002090	\$ 0.00830	667,632	1	\$ 5,541.35			\$ 0.0083	\$ 5,541.35
Transport Termination (Exchange group 1)	\$ 0.002090	\$ -	0		\$ -			\$ -	\$ -
Tandem Transport Termination	\$ 0.002090		667,632		\$ -	\$ 2.00	\$ 2,796.05	\$ -	\$ -
Tandem Transport Termination (Pass through)	\$ 0.002090		0		\$ -	-		\$ -	\$ -
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0						
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 66,103.19		\$ 37,796.06	\$ -	\$ 51,949.63
Difference fed to state							\$ (28,307.12)		\$ (14,153.56)
50% reduction							\$ (14,153.56)		
Per MOU Change required for option 1							\$ (0.021200)		

## Polar Communications Mutual Aid Corporation Study Area 381630

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)		\$ 0.028249	4,401,408		\$ 124,335.37		\$ -	\$ 0.003164	\$ 13,925.54
Local Switching (Exchange group 1)	\$ 0.040412	\$ 0.043723	4,401,408		\$ 192,442.76		\$ 177,869.70	\$ 0.043723	\$ 192,442.76
Information/100		\$ 0.083800	4,401,408		\$ 3,688.38			\$ 0.0838	\$ 3,688.38
Information/100	\$ 0.049400	\$ -	4,401,408				\$ 2,174.30		
Local Transport Facility (Exchange group 1)		\$ 0.000413	4,401,408	51.94	\$ 94,424.15			\$ 0.000413	\$ 94,424.15
Tandem Transport Facility	\$ 0.000402	\$ -	4,401,408			3.27	\$ 57,774.97	\$ -	\$ -
Transport Termination (All)		\$ 0.014471	4,401,408		\$ 63,692.78			\$ 0.014471	\$ 63,692.78
Tandem Transport Termination	\$ 0.002090		4,401,408		\$ -	\$ 2.17	\$ 19,944.80	\$ -	\$ -
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ -		
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 478,583.44		\$ 257,763.77		\$ 368,173.60
Difference fed to state							\$ (220,819.68)		\$ (110,409.84)
50% reduction							\$ (110,409.84)		
Per MOU Change required for option 1							\$ (0.025085)		

## Red River Telephone Company

### Exchange Group 1

Fairmont, Hankinson, Lidgewood, Wyndmere

### Exchange Group 2

Abercrombie, Colfax, Great Bend, Mooreton

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.02290	266,234		\$ 6,096.76		\$ -	\$ 0.021207	\$ 5,645.91
CCL (Exchange group 2)	\$ -	\$ 0.03190	90,435		\$ 2,884.88		\$ -	\$ 0.021207	\$ 1,917.82
Local Switching (Exchange group 1)	\$ 0.035922	\$ 0.022000	144,477		\$ 3,178.49		\$ 5,189.90	\$ 0.0220	\$ 3,178.49
Local Switching (Exchange group 2)	\$ 0.035922	\$ 0.01040	59,766		\$ 621.57		\$ 2,146.91	\$ 0.0104	\$ 621.54
Information/100 (Exchange Group 1)	\$ 0.049400	\$ -	0		\$ -			\$ -	\$ -
Information/100 (Exchange Group 2)	\$ 0.049400	\$ 0.01580	59,766		\$ 9.44		\$ 29.52	\$ 0.0158	\$ 9.44
Local Transport Facility (Exchange group 1)		\$ 0.00760	144,477	1.00	\$ 1,098.20			\$ 0.0076	\$ 1,098.14
Access Adj rate (Group 2)		\$ 0.00570	119,589		\$ 1,250.23		\$ -	\$ 0.005700	\$ 681.66
Surcharge (Group 1)		\$ 0.02300	144,477	4.15	\$ 13,784.81		\$ -	\$ 0.023000	\$ 3,322.97
Local Transport Facility (Group 2)		\$ 0.06020	59,766	1.00	\$ 3,597.80			\$ 0.060200	\$ 3,597.91
Tandem Transport Facility	\$ 0.000188		204,243			54.69	\$ 2,100.12	\$ -	\$ -
Line Termination (Exchange Group 2)		\$ 0.00830	59,766	1	\$ 496.06			\$ 0.0083	\$ 496.06
Transport Termination (Exchange group 1)		\$ 0.01450	144,477		\$ 2,094.92			\$ 0.0145	\$ 2,094.92
Transport Termination (Exchange group 2)		\$ -	0		\$ -			\$ -	\$ -
Tandem Transport Termination	\$ 0.000979		204,243		\$ -	\$ 3.75	\$ 750.08	\$ -	\$ -
Tandem Transport Termination (Pass through)	\$ 0.000979		0		\$ -	-		\$ -	\$ -
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ -	\$ -	\$ -
Transport			0						
Translational Rate			3,776,840					\$ -	\$ -
					\$ 35,113.15		\$ 10,216.54	\$ 22,664.85	
Difference fed to state							\$ (24,896.61)	\$ (12,448.31)	
50% reduction							\$ (12,448.31)		
Per MOU Change required for option 1							\$ (0.034902)		

## Red River Telephone Company

## IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)		\$ 0.022900	599,327		\$ 13,724.59		\$ -	\$ 0.001969	\$ 1,179.88
CCL (Exchange group 2)		\$ 0.031900	219,309		\$ 6,995.96			\$ 0.001969	\$ 431.75
Local Switching (Exchange group 1)	\$ 0.035922	\$ 0.022000	599,327		\$ 13,185.19		\$ 21,529.02	\$ 0.022000	\$ 13,185.19
Local Switching (Exchange group 2)	\$ 0.035922	\$ 0.010400	219,309		\$ 2,280.81		\$ 7,878.02	\$ 0.010400	\$ 2,280.81
Information/100 (Group 1)	\$ 0.049400	\$ -	818,636		\$ -		\$ 404.41	\$ -	\$ -
Information/100 (Exchange Group 2)	\$ 0.049400	\$ 0.01580	216,265		\$ 34.17			\$ 0.0158	\$ 34.17
Local Transport Facility (Exchange group 2)		\$ 0.00760	599,327	1.00	\$ 4,537.09			\$ 0.0076	\$ 4,537.09
Local Transport Facility (Group 1)		\$ 0.060200	219,309	1.00	\$ 13,150.82			\$ 0.060200	\$ 13,150.82
Tandem Transport Facility (All)	\$ 0.000188		818,636				\$ 8,417.59		
Access Adj rate (Group 2)		\$ 0.00570	219,309	1.00	\$ 1,250.23		\$ -	\$ 0.005700	\$ 1,250.06
Surcharge (Group 1)		\$ 0.02300	599,327	1.00	\$ 13,784.81		\$ -	\$ 0.023000	\$ 13,784.52
Line Termination (Exchange Group 2)		\$ 0.008300	219,309	1.00	\$ 1,820.22			\$ 0.008300	\$ 1,820.26
Transport Termination (Group 1)		\$ 0.014500	599,327		\$ 8,690.24			\$ 0.014500	\$ 8,690.24
Transport Termination (All)	\$ 0.000979		9,461,894		\$ -	\$ 0.32	\$ 3,006.42	\$ -	\$ -
Tandem Transport Termination (Pass Through)						-			
Tandem			0		\$ -		\$ -	\$ -	\$ -
DT			0					\$ -	\$ -
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 79,454.13		\$ 41,235.46		\$ 60,344.80
Difference fed to state							\$ (38,218.68)		\$ (19,109.34)
50% reduction							\$ (19,109.34)		
Per MOU Change required for option 1							\$ (0.031885)		

## Reservation Telephone Cooperative

Exchange Group 1  
Exchange Group 2

All other exchanges  
Watford City and Alexander

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation 50% difference State and Federal	Reduction of State and Federal
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.02680	723,456		\$ 19,388.62		\$ -	\$ 0.011679	\$ 8,448.96
CCL (Exchange group 2)	\$ -	\$ 0.02290	621,482		\$ 14,231.94		\$ -	\$ 0.007779	\$ 4,834.27
Local Switching (Exchange group 1)	\$ 0.031431	\$ 0.010400	602,237		\$ 6,263.26		\$ 18,928.91	\$ 0.0104	\$ 6,263.03
Local Switching (Exchange group 2)	\$ 0.031431	\$ 0.02200	487,287		\$ 10,720.31		\$ 15,315.92	\$ 0.0220	\$ 10,720.31
Information/100 (Exchange Group 1)	\$ 0.049400	\$ 0.01580	602,237		\$ 95.15			\$ 0.0158	\$ 95.15
Information/100	\$ 0.049400		1,089,524				\$ 538.22		
Local Transport Facility (Exchange group 1) Band 5		\$ 0.06020	270,288	0.99	\$ 16,108.91			\$ 0.0602	\$ 16,108.81
Local Transport Facility (Exchange group 1) Band 6		\$ 0.05620	240,538	0.99	\$ 13,383.08			\$ 0.0562	\$ 13,382.99
Local Transport Facility (Exchange group 1) Band 7		\$ 0.05800	91,411	0.99	\$ 5,248.76			\$ 0.0580	\$ 5,248.76
Local Transport Facility (Group 2)		\$ 0.00760	487,287	1.00	\$ 3,703.35			\$ 0.0076	\$ 3,703.16
Tandem Transport Facility	\$ 0.000188		2,704,409			37.06	\$ 18,844.73	\$ -	
Line Termination (Exchange Group 1)		\$ 0.00830	602,237	1	\$ 4,998.57			\$ 0.0083	\$ 4,998.57
Transport Termination (Exchange group 1)		\$ -	4,305,527		\$ -		\$ 4,215.01	\$ -	\$ -
Transport Termination (Exchange group 2)		\$ 0.01450	487,287		\$ 7,065.66			\$ 0.0145	\$ 7,065.66
Tandem Transport Termination	\$ 0.000979		1,089,524		\$ -			\$ -	\$ -
Tandem Transport Termination (Pass through)	\$ 0.000979		0		\$ -			\$ -	\$ -
Tandem	\$ 0.002468		1,089,524		\$ -		\$ 2,688.95	\$ -	\$ -
DT			0						
Transport			0						
Transional Rate			0						
					\$ 101,207.62		\$ 60,531.74		\$ 80,869.68
Difference fed to state							\$ (40,675.88)		\$ (20,337.94)
50% reduction							\$ (20,337.94)		
Per MOU Change required for option 1							\$ (0.015122)		

## Reservation Telephone Cooperative

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation 50% difference State and Federal	Reduction of State and Federal
								Rate	Revenue
CCL (All)		\$ 0.071362	3,928,556		\$ 280,349.61		\$ -	\$ 0.042624	\$ 167,450.58
Local Switching (All)	\$ 0.031431	\$ 0.027065	3,928,556		\$ 106,326.37		\$ 123,478.44	\$ 0.027065	\$ 106,326.37
Information/100		\$ -	0		\$ -			\$ -	\$ -
Information/100	\$ 0.049400	\$ -	3,928,556				\$ 1,940.71		
Local Transport Facility (Exchange group 1) Band 1		\$ -	0		\$ -			\$ -	\$ -
Local Transport Facility (All)		\$ 0.000196	3,928,556	59.44	\$ 45,768.33			\$ 0.000196	\$ 45,768.33
Local Transport Facility (Group 2)		\$ -	0	-	\$ -			\$ -	\$ -
Tandem Transport Facility	\$ 0.000188	\$ -	8,316,236			38.38	\$ 59,998.47	\$ -	\$ -
Tandem Transport Facility (Pass through)	\$ -	\$ -	0			-	\$ -	\$ -	\$ -
Transport Termination (All)		\$ 0.000933	3,928,556		\$ 3,665.34			\$ 0.000933	\$ 3,665.34
Tandem Transport Termination	\$ 0.000979		15,524,674		\$ -	\$ 1.00	\$ 15,198.29	\$ -	\$ -
Tandem Transport Termination (Pass Through)						-			
Tandem	\$ 0.002468		3,928,556		\$ -		\$ 9,695.68	\$ -	\$ -
DT			0				\$ -		
Transport			0						
Translational Rate			0					\$ -	\$ -
					\$ 436,109.65		\$ 210,311.59		\$ 323,210.62
Difference fed to state							\$ (225,798.07)		\$ (112,899.03)
50% reduction							\$ (112,899.03)		
Per MOU Change required for option 1							\$ (0.028738)		

## Turtle Mountain Communications, Inc.

## InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.02240	1,659,288		\$ 37,168.05		\$ -	\$ 0.022400	\$ 37,168.05
Local Switching (Exchange group 1)	\$ 0.040412	\$ 0.02200	1,655,816		\$ 36,427.95		\$ 66,914.84	\$ 0.0220	\$ 36,427.95
Information/100	\$ 0.049400	\$ -	1,655,816		\$ -		\$ 817.97		\$ -
Local Transport Facility (Exchange group )		\$ 0.00760	1,655,816	1	\$ 12,584.20			\$ 0.0076	\$ 12,584.20
Tandem Transport Facility	\$ 0.000402		1,655,732			67.47	\$ 44,907.14	\$ -	
Transport Termination (Exchange group 1)		\$ 0.01450	1,655,816		\$ 24,009.33			\$ 0.0145	\$ 24,009.33
Tandem Transport Termination	\$ 0.002090		1,655,816		\$ -	\$ 1.00	\$ 3,468.75	\$ -	\$ -
Tandem	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ -		
Transport			0						
Translational Rate			0					\$ -	\$ -
					\$ 110,189.54		\$ 116,108.70		\$ 110,189.54
Difference fed to state							\$ 5,919.16		\$ 5,919.16
50% reduction					No reduction since state revenue is lower		N/A		
Per MOU Change required for option 1							N/A		

## Turtle Mountain Communications, Inc.

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation 50% difference	Reduction of State and Federal Revenue
CCL (Exchange group 1)		\$ 0.056505	3,181,587		\$ 179,775.57		\$ -	\$ 0.034072	\$ 108,401.87
Local Switching (Exchange group 1) Information/100	\$ 0.040412	\$ 0.038177	2,718,433		\$ 103,781.62		\$ 109,857.31	\$ 0.038177	\$ 103,781.62
Local Transport Facility (Exchange group 1) Band 1	\$ 0.049400	\$ -	2,718,433		\$ -		\$ 1,342.91	\$ -	\$ -
Local Transport Facility (Exchange group 1)		\$ -	0		\$ -		\$ -	\$ -	\$ -
Tandem Transport Facility	\$ 0.000402	\$ 0.000257	2,718,433	67.67	\$ 47,275.40		\$ -	\$ 0.000257	\$ 47,275.36
Transport Termination (All)		\$ -	2,718,308		\$ -	105.53	\$ 73,726.38	\$ -	\$ -
Tandem Transport Termination	\$ 0.000933	\$ 0.000933	2,718,433	1.00	\$ 2,536.26		\$ -	\$ 0.000933	\$ 2,536.30
Tandem	\$ 0.002090		2,718,433		\$ -	\$ 2.25	\$ 5,694.84	\$ -	\$ -
DT	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
Transport			0				\$ -		
Transional Rate			0					\$ -	\$ -
					\$ 333,368.85		\$ 190,621.44		\$ 261,995.14
Difference fed to state							\$ (142,747.41)		\$ (71,373.70)
50% reduction							\$ (71,373.70)		
Per MOU Change required for option 1							\$ (0.022433)		

**SRT Communications, Inc.**  
**IntraState Access Tariff Rate Revision**  
**Effective July 1, 2012**

**InterLataTerminating Access**

	Interstate Rates	State Rates	Max Rate 2013	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
									Rate	Revenue
CCL	\$ -	\$ 0.010841	\$ -	5,511,073	-	\$ 59,745.54	0.00	\$ -	\$ -	\$ -
Local Switching	\$ 0.013470	\$ 0.01050	\$ 0.010500	5,511,073	-	\$ 57,866.27	0.00	\$ 74,234.15	\$ 0.010500	\$ 57,866.27
Information/100	\$ 0.049400	\$ 0.01620	\$ 0.016200	5,511,073	-	\$ 892.79	0.00	\$ 2,722.47	\$ 0.016200	\$ 892.79
Local Transport Facility - Band 7	\$ 0.000402	\$ 0.05970	\$ 0.000402	4,510,961	0.77	\$ 208,011.68	0.00	\$ -	\$ 0.059700	\$ 208,011.68
Local Transport Facility - Band 6	\$ 0.000402	\$ 0.05790	\$ 0.000402	4,396,414	0.08	\$ 20,520.14	0.00	\$ -	\$ 0.057900	\$ 20,520.14
Tandem Switched Facility	\$ 0.000402	\$ -	\$ 0.000402	2,502,519	-	\$ -	33.38	\$ 33,579.79	\$ -	\$ -
Tandem Switched Facility - Pass through	\$ 0.000402	\$ -	\$ 0.000402	316,560	-	\$ -	0.44	\$ 55.99	\$ -	\$ -
Line Termination	\$ 0.002090	\$ 0.00850	\$ 0.002090	8,907,375	1.00	\$ 75,712.68	0.00	\$ -	\$ 0.004354	\$ 38,782.71
Tandem Switched Termination	\$ 0.002090	\$ -	\$ 0.002090	2,262,038	-	\$ -	1.65	\$ 7,806.03	\$ -	\$ -
Tandem Switched Termination-Pass through	\$ 0.002090	\$ -	\$ 0.002090	316,560	-	\$ -	1.00	\$ 661.61	\$ -	\$ -
Tandem	\$ 0.005272	\$ 0.005734	\$ 0.005272	8,907,375	-	\$ 51,074.89	0.00	\$ -	\$ 0.005359	\$ 47,734.62
Tandem Switching	\$ 0.005272	\$ -	\$ 0.005272	2,103,910	-	\$ -	1.00	\$ 11,091.81	\$ -	\$ -
Tandem Switching - pass through	\$ 0.005272	\$ -	\$ 0.005272	1,681,725	-	\$ -	0.00	\$ 8,866.05	\$ -	\$ -
DT	\$ -	\$ -	\$ 0	0	-	\$ -	0.00	\$ 134,771.05	\$ -	\$ -
Transport	\$ -	\$ -	\$ 0	0	-	\$ -	0.00	\$ -	\$ -	\$ -
<b>Totals</b>						<b>\$ 473,823.99</b>		<b>\$ 273,788.96</b>		<b>\$ 373,808.21</b>
<b>Difference fed to state</b>								<b>\$ (200,035.03)</b>		<b>\$ (100,019.25)</b>
<b>50% reduction</b>								<b>\$ (100,017.51)</b>		
<b>Per MOU Change required</b>								<b>\$ (0.018148)</b>		

Indicates Rate Reduction

**SRT Communications, Inc.**  
**IntraState Access Tariff Rate Revision**  
**Effective July 1, 2012**

**IntraLataTerminating Access**

	Interstate Rates	State Rates	Max Rate 2013	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation 50% difference	Reduction of State and Federal Revenue
									Rate	Revenue
CCL	\$ -	\$ 0.010841	\$ -	11,018,949	-	\$ 119,456.43		\$ -	\$ -	\$ -
Local Switching	\$ 0.013470	\$ 0.010500	\$ 0.010500	11,018,949	-	\$ 115,698.96		\$ 148,425.24	\$ 0.007059	\$ 77,782.76
Information/100	\$ 0.049400	\$ -	\$ 0.049400	11,018,949	-	\$ -		\$ 5,443.36	\$ -	\$ -
Access Rate Adjustment	\$ -	\$ 0.014400	\$ -	11,018,949	-	\$ 158,672.87		\$ -	\$ -	\$ -
Local Transport Facility - Band 7	\$ 0.000402	\$ 0.059700	\$ 0.000402	9,630,112	0.76	\$ 439,806.98	-	\$ -	\$ 0.059700	\$ 439,806.98
Local Transport Facility - Band 6	\$ 0.000402	\$ 0.057900	\$ 0.000402	11,166,766	0.06	\$ 38,675.25	-	\$ -	\$ 0.057900	\$ 38,675.25
Tandem Switched Facility	\$ 0.000402	\$ -	\$ 0.000402	9,630,112	-	\$ -	15.86	\$ 61,381.43	\$ -	\$ -
Tandem Switched Facility - Pass through	\$ 0.000402	\$ -	\$ 0.000402	830,327	-	\$ -	0.44	\$ 146.87	\$ -	\$ -
Line Termination	\$ 0.002090	\$ 0.008500	\$ 0.002090	20,796,878	1.00	\$ 176,290.43	-	\$ -	\$ 0.006000	\$ 124,440.30
Transport Termination (Pass through)	\$ 0.002090	\$ -	\$ 0.002090	830,327	-	\$ -	-	\$ -	\$ -	\$ -
Tandem Transport Termination	\$ 0.002090	\$ -	\$ 0.002090	4,421,104	-	\$ -	1.54	\$ 14,202.09	\$ -	\$ -
Tandem Transport Termination (Pass Through)	\$ 0.002090	\$ -	\$ 0.002090	830,327	-	\$ -	1.00	\$ 1,735.38	\$ -	\$ -
Tandem	\$ 0.005272	\$ 0.005734	\$ 0.005272	20,740,052	-	\$ 118,923.46		\$ -	\$ 0.005272	\$ 109,341.55
Tandem Switching	\$ 0.005272	\$ -	\$ 0.005272	8,814,522	-	\$ -		\$ 46,470.16	\$ -	\$ -
DT	\$ -	\$ -	\$ -	0	-	\$ 0		\$ 134,771.05	\$ -	\$ -
Transport	\$ -	\$ -	\$ -	0	-	\$ -		\$ -	\$ -	\$ -
						<u>\$ 1,167,524.37</u>		<u>\$ 412,575.58</u>		<u>\$ 790,046.85</u>
<b>Difference fed to state</b>								\$ (754,948.79)		\$ (377,471.27)
<b>50% reduction</b>								\$ (377,474.40)		
<b>Per MOU Change</b>								\$ (0.034257)		
<b>Transition</b>										

Indicates Rate Reduction

## United Telephone Mutual Aid Corp.

### InterLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL (Exchange group 1)	\$ -	\$ 0.02200	666,908		\$ 14,671.98		\$ -	\$ 0.014104	\$ 9,405.81
Local Switching (Exchange group 1) Information/100	\$ 0.040412	\$ 0.01040	543,413		\$ 5,651.50		\$ 21,960.41	\$ 0.0104	\$ 5,651.50
Local Transport Facility (Exchange group 1) Band 6	\$ 0.049400	\$ 0.01580	543,413		\$ 85.86		\$ 268.45	\$ 0.0158	\$ 85.86
Local Transport Facility (Exchange group 1) Band 7		\$ 0.05620	407,750	0.17	\$ 3,879.73			\$ 0.0562	\$ 3,879.73
Local Transport Facility (Pass through)		\$ 0.05800	135,663	0.38	\$ 2,970.75			\$ 0.0580	\$ 2,970.75
Tandem Transport Facility	\$ 0.000402	\$ 0.00050	1,655,816	79.00	\$ 65,404.96			\$ 0.0005	\$ 65,404.96
Tandem Transport Facility (pass Through)	\$ 0.000402		543,413			22.86	\$ 4,994.56	\$ -	
Line Termination (Exchange Group 1)	\$ 0.000402	\$ 0.00830	1,655,816			73.89	\$ 49,183.82	\$ -	
Transport Termination (Exchange group 1)		\$ -	0	1	\$ 4,510.33			\$ 0.0083	\$ 4,510.33
Tandem Transport Termination	\$ 0.002090		543,413		\$ -	\$ 2.90	\$ 3,298.03	\$ -	\$ -
Tandem Transport Termination (Pass through)	\$ 0.002090		1,655,816		\$ -	\$ 2.00	\$ 6,937.50	\$ -	\$ -
Tandem	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
DT			0				\$ -		
Transport			0				\$ -		
Transional Rate			0				\$ -	\$ -	\$ -
					\$ 97,175.10		\$ 86,642.76	\$ -	\$ 91,908.93
Difference fed to state							\$ (10,532.34)		\$ (5,266.17)
50% reduction							\$ (5,266.17)		
Per MOU Change required for option 1							\$ (0.007896)		

## United Telephone Mutual Aid Corp.

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of	
								50% difference	State and Federal
								Rate	Revenue
CCL (Exchange group 1)		\$ 0.035881	2,062,012		\$ 73,987.05		\$ -	\$ 0.031755	\$ 65,479.77
Local Switching (Exchange group 1)	\$ 0.040412	\$ 0.056774	1,849,658		\$ 105,012.48		\$ 74,748.38	\$ 0.056774	\$ 105,012.48
Information/100	\$ 0.049400	\$ -	1,849,658		\$ -		\$ 913.73	\$ -	\$ -
Local Transport Facility (Exchange group 1) Band 1		\$ -	0		\$ -			\$ -	\$ -
Local Transport Facility (Exchange group 1)		\$ 0.000131	1,849,658	18.08	\$ 4,381.35			\$ 0.000131	\$ 4,381.35
Local Transport Facility (Pass through)		\$ 0.000131	2,718,433	73.79	\$ 26,278.99			\$ 0.000131	\$ 26,278.99
Tandem Transport Facility	\$ 0.000402	\$ -	1,849,636			20.75	\$ 15,427.24	\$ -	\$ -
Tandem Transport Facility (Pass through)	\$ 0.000402	\$ -	2,718,308			73.89	\$ 80,747.64	\$ -	\$ -
Transport Termination (All)		\$ 0.000933	1,849,658		\$ 1,725.73			\$ 0.000933	\$ 1,725.73
Tandem Transport Termination	\$ 0.002090		1,768,887		\$ -	\$ 6.75	\$ 11,144.37	\$ -	\$ -
Tandem Transport Termination (Pass Through)	\$ 0.002090		2,718,308			\$ 4.49	\$ 11,389.69	\$ -	\$ -
Tandem	\$ 0.005272		0		\$ -		\$ -	\$ -	\$ -
DT			0						
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 211,385.61		\$ 194,371.05	\$ -	\$ 202,878.33
Difference fed to state							\$ (17,014.56)	\$ (8,507.28)	
50% reduction							\$ (8,507.28)		
Per MOU Change required for option 1							\$ (0.004126)		

## West River Telecommunications

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of 50% difference State and Federal	
								Rate	Revenue
CCL	\$ -	\$ -	0		\$ -		\$ -	\$ -	\$ -
Composite Rate	\$ 0.025087	\$ 0.105905	10,733,452		\$ 1,136,726.23		\$ 269,270.11	\$ 0.065496	\$ 702,998.17
Information/100	\$ -	\$ -	0		\$ -		\$ -		\$ -
Local Transport Facility			0	-				\$ -	\$ -
Tandem Transport Facility	\$ -		0			-	\$ -	\$ -	\$ -
Line Termination			0		\$ -				\$ -
Transport Termination		\$ -	0		\$ -			\$ -	\$ -
Tandem Transport Termination	\$ -		0		\$ -	\$ -	\$ -	\$ -	\$ -
Tandem	\$ -		0		\$ -		\$ -	\$ -	\$ -
DT			0						
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 1,136,726.23		\$ 269,270.11		\$ 702,998.17
Difference fed to state							\$ (867,456.12)		\$ (433,728.06)
50% reduction							\$ (433,728.06)		

**Wolverton Telephone Company**

**InterLataTerminating Access**

	Interstate Rates	State Rates	MOU	State Miles-BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation 50% difference	Reduction of State and Federal Revenue
CCL (Exchange group 1)	\$ -	\$ 0.03070	16,741		\$ 513.95		\$ -	0.0307	\$ 513.95
Local Switching (Exchange group 1)	\$ 0.044902	\$ 0.018858	16,741		\$ 315.70		\$ 751.70	\$ 0.018858	\$ 315.70
Information/100 (Exchange Group 1)	\$ 0.049400	\$ -	16,741		\$ -		\$ 8.27	\$ -	\$ -
Local Transport Facility (Exchange group 1) Band 6		\$ 0.05620	16,741	1.00	\$ 940.85			\$ 0.0562	\$ 940.85
Local Transport Facility (Exchange group 1) Band 7			0	-				\$ -	\$ -
Tandem Transport Facility	\$ 0.000402		16,741			135.00	\$ 908.53	\$ -	\$ -
Line Termination (Exchange Group 1)			0		\$ -			\$ -	\$ -
Transport Termination (Exchange group 1)		\$ -	0		\$ -			\$ -	\$ -
Tandem Transport Termination	\$ 0.002090		16,741		\$ -	\$ 0.77	\$ 26.88	\$ -	\$ -
Tandem.	\$ 0.005272		16,741		\$ -		\$ 88.26	\$ -	\$ -
DT			0						
Transport			0						
Transional Rate			0					\$ -	\$ -
					\$ 1,770.50		\$ 1,783.64		\$ 1,770.50
Difference fed to state							\$ 13.14		\$ 13.14
50% reduction		No reduction since state revenue is lower					N/A		
Per MOU Change required for option 1							N/A		

## Wolverton Telephone Company

### IntraLataTerminating Access

	Interstate Rates	State Rates	MOU	State Miles- BIP	Current state revenue	Interstate miles-BIP	Current Federal Revenue w/ DT	2012 Rate Calculation Reduction of	
								50% difference	State and Federal
								Rate	Revenue
CCL (Exchange group 1)		\$ 0.030700	173,749		\$ 5,334.09		\$ -	\$ 0.030700	\$ 5,334.09
Local Switching (Exchange group 1)	\$ 0.044902	\$ 0.018858	173,749		\$ 3,276.56		\$ 7,801.68	\$ 0.018858	\$ 3,276.56
Information/100	\$ 0.049400	\$ -	173,749				\$ 85.83		
Local Transport Facility (Exchange group 1) Band 1		\$ 0.05620	173,749		\$ 9,764.69			\$ 0.0562	\$ 9,764.69
Local Transport Facility (Exchange group 1)		\$ -	0	-				\$ -	\$ -
Tandem Transport Facility	\$ 0.000402	\$ -	173,749			13.50	\$ 9,429.36	\$ -	\$ -
Transport Termination (All)		\$ -	0		\$ -			\$ -	\$ -
Tandem Transport Termination	\$ 0.002090		173,749		\$ -	\$ 0.91	\$ 330.78	\$ -	\$ -
Tandem	\$ 0.005272		173,749		\$ -		\$ 916.00	\$ -	\$ -
DT			0				\$ -		
Transport			0						
Transional Rate			0						
					\$ 18,375.35		\$ 18,563.65		\$ 18,375.35
Difference fed to state							\$ 188.31		\$ 188.31
50% reduction				No reduction since state revenue is lower			N/A		
Per MOU Change required for option 1							N/A		