

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 Reduction of 50% difference 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 (Pass Through) | \$ 0.000979 | \$ 0.000933 | 0 | - | \$ - | - | \$ - | \$ - | \$ - |
| Tandem | \$ 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 | | | | | \$ - | \$ - |
| | | | | | <u>\$ 70,344.47</u> | | <u>\$ 15,643.99</u> | | <u>\$ 42,994.23</u> |
| 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 Information/100 | \$ 0.013470 | \$ 0.027920 | 2,285,730 | | \$ 63,817.58 | | \$ 30,788.78 | \$ 0.027920 | \$ 63,817.58 |
| Local Transport Facility | \$ 0.049400 | \$ - | 2,285,730 | | \$ - | | \$ 1,129.15 | \$ - | \$ - |
| Local Transport Facility (Pass through) | \$ 0.000188 | \$ 0.000564 | 1,145,897 | 10.30 | \$ 6,657.65 | - | | \$ 0.000564 | \$ 6,657.65 |
| Transport Termination | \$ 0.000188 | \$ 0.000564 | 1,186,140 | 8.16 | \$ 5,458.70 | - | | \$ 0.000564 | \$ 5,458.70 |
| Tandem | \$ 0.000979 | \$ 0.000933 | 458 | 0.96 | \$ 0.41 | - | | \$ 0.000933 | \$ 0.41 |
| 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 All except Finlay
 Exchange Group 2 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 50% difference | Reduction of 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 | | |

No reduction since state revenue is lower

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, McVilje, 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) | | \$ (5,478.72) |
| Per MOU Change required for option 1 | | | | | | | \$ (0.006861) | | \$ (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 | | \$ - | | | \$ - | \$ - |
| Local Transport Facility (Exchange group 1) Band 1 | \$ 0.049400 | \$ - | 2,060,363 | | | | \$ 1,017.82 | \$ 0.0494 | \$ 1,017.82 |
| Local Transport Facility (All) | | \$ - | 0 | | \$ - | | | \$ - | \$ - |
| Tandem Transport Facility | | \$ 0.000597 | 2,214,342 | 41.81 | \$ 55,276.01 | | | \$ - | \$ - |
| Tandem Transport Facility (Pass through) | \$ 0.000402 | \$ - | 3,514,020 | | | 27.15 | \$ 38,349.43 | \$ 0.000402 | \$ 38,349.43 |
| Transport Termination (All) | \$ - | \$ - | 0 | | | - | \$ - | \$ - | \$ - |
| Tandem Transport Termination | \$ 0.002090 | \$ 0.000933 | 2,060,363 | | \$ 1,922.32 | | | \$ - | \$ - |
| Tandem Transport Termination (Pass Through) | | | 3,977,472 | | \$ - | \$ 2.24 | \$ 8,312.94 | \$ 0.000933 | \$ 3,710.98 |
| 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 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 Reduction of 50% difference 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 | \$ - | \$ - | \$ - |
| Totals | | | | | | \$ 473,823.99 | | \$ 273,788.96 | | \$ 373,808.21 |
| Difference fed to state | | | | | | | | \$ (200,035.03) | | \$ (100,019.25) |
| 50% reduction | | | | | | | | \$ (100,017.51) | | |
| Per MOU Change required | | | | | | | | \$ (0.018148) | | |

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> |
| Difference fed to state | | | | | | | | \$ (754,948.79) | | \$ (377,471.27) |
| 50% reduction | | | | | | | | \$ (377,474.40) | | |
| Per MOU Change | | | | | | | | \$ (0.034257) | | |
| Transition | | | | | | | | | | |

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 | | \$ 0.00050 | 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 | | 1,655,816 | | | 73.89 | \$ 49,183.82 | | |
| Transport Termination (Exchange group 1) | | \$ 0.00830 | 543,413 | 1 | \$ 4,510.33 | | | \$ 0.0083 | \$ 4,510.33 |
| Tandem Transport Termination | | \$ - | 0 | | \$ - | | | \$ - | \$ - |
| Tandem Transport Termination (Pass through) | \$ 0.002090 | | 543,413 | | \$ - | \$ 2.90 | \$ 3,298.03 | \$ - | \$ - |
| Tandem | \$ 0.002090 | | 1,655,816 | | \$ - | \$ 2.00 | \$ 6,937.50 | | |
| DT | \$ 0.005272 | | 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 | | |