

**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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>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

### 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)                      |                  | \$ 0.055032 | 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, Rhome, 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-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>50% difference State and Federal |                |
|--|------------------|-------------|---------|---------------------|--------------------------|-------------------------|----------------------------------|--|----------------|
|  |                  |             |         |                     |                          |                         |                                  | Rate   | Revenue        |
| CCL                                      | \$ -             | \$ 0.02240  | 633,878 |                     | \$ 14,198.87             |                         | \$ -                             | \$ -   | \$ -           |
| Local Switching<br>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-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>50% difference State and Federal |                |
|---------------------------------------|------------------|-------------|---------|------------------------|--------------------------|-------------------------|----------------------------------|--|----------------|
|                                       |                  |             |         |                        |                          |                         |                                  | Rate   | Revenue        |
| CCL                                   | \$ -             | \$ 0.03470  | 556,718 |                        | \$ 19,318.11             |                         | \$ -                             | \$ -   | \$ -           |
| Local Switching<br>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-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>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-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>50% difference State and Federal |              |
|---|------------------|-------------|---------|---------------------|--------------------------|-------------------------|----------------------------------|--|--------------|
|   |                  |             |         |                     |                          |                         |                                  | Rate   | Revenue      |
| CCL   |                  | \$ 0.027313 | 960,123 |                     | \$ 26,223.84             |                         | \$ -                             | \$ 0.006679  | \$ 6,412.18  |
| Local Switching<br>Information/100          | \$ 0.013470      | \$ 0.027920 | 960,123 |                     | \$ 26,806.63             |                         | \$ 12,932.86                     | \$ 0.027920  | \$ 26,806.63 |
| Local Transport Facility                    | \$ 0.049400      |             | 960,123 |                     | \$ -                     |                         | \$ 474.30                        | \$ -   | \$ -         |
| Local Transport Facility (Pass through)     | \$ 0.000188      | \$ 0.000564 | 136     | -                   | \$ -                     | -                       | \$ -                             | \$ -   | \$ -         |
| Transport Termination (All)                 | \$ 0.000188      | \$ 0.000564 | 136     | -                   | \$ -                     | -                       | \$ -                             | \$ -   | \$ -         |
| Transport Termination (All)                 | \$ 0.000979      | \$ 0.000933 | 0       | -                   | \$ -                     | -                       | \$ -                             | \$ -   | \$ -         |
| Tandem Transport Termination (Pass Through) | \$ 0.000979      | \$ 0.000933 | 0       | -                   | \$ -                     | -                       | \$ -                             | \$ -   | \$ -         |
| Tandem                                      | \$ 0.005272      |             | 0       |                     | \$ -                     |                         | \$ -                             | \$ -   | \$ -         |
| DT  |                  |             | 0       |                     |                          |                         | \$ -                             | \$ -   | \$ -         |
| Transport                                   |                  |             | 0       |                     |                          |                         |                                  |  |              |
| Transional Rate                             |                  |             | 960,123 |                     |                          |                         |                                  | \$ -   | \$ -         |
|   |                  |             |         |                     | \$ 53,030.47             |                         | \$ 13,407.16                     |  | \$ 33,218.82 |
| Difference fed to state                     |                  |             |         |                     |                          |                         | \$ (39,623.32)                   | \$   | (19,811.66)  |
| 50% reduction                               |                  |             |         |                     |                          |                         | \$ (19,811.66)                   |  |              |
| Per MOU Change required for option 1        |                  |             |         |                     |                          |                         | \$ (0.020635)                    |  |              |

### Dickey Rural Communications

#### InterLataTerminating Access

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

## Dickey Rural Communications

### IntraLataTerminating Access

|   | Interstate Rates | State Rates | MOU       | State Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>50% difference State and Federal |                |
|---|------------------|-------------|-----------|---------------------|--------------------------|-------------------------|----------------------------------|--|----------------|
|   |                  |             |           |                     |                          |                         |                                  | Rate   | Revenue        |
| CCL                                     |                  | \$ 0.027313 | 2,290,245 |                     | \$ 62,553.46             |                         | \$ -                             | \$ 0.004047  | \$ 9,268.53    |
| Local Switching<br>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-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>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-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>50% difference State and Federal |                 |
|---|------------------|-------------|-----------|---------------------|--------------------------|-------------------------|----------------------------------|--|-----------------|
|   |                  |             |           |                     |                          |                         |                                  | Rate   | Revenue         |
| CCL   |                  | \$ 0.030670 | 1,530,771 |                     | \$ 46,948.75             |                         | \$ -                             | \$ -   | \$ -            |
| Local Switching                             | \$ 0.013470      | \$ 0.027248 | 1,530,771 |                     | \$ 41,710.45             |                         | \$ 20,619.49                     | \$ 0.010400  | \$ 15,920.02    |
| Information/100                             | \$ 0.049400      |             | 1,530,771 |                     | \$ -                     |                         | \$ 756.20                        | \$ -   | \$ -            |
| Local Transport Facility                    | \$ 0.000188      | \$ 0.000574 | 1,530,771 | 85.48               | \$ 75,109.99             | 63.95                   | \$ 18,404.46                     | \$ 0.000427  | \$ 55,888.72    |
| Local Transport Facility (Pass through)     | \$ 0.000188      | \$ 0.000574 | 3,245,659 | 109.75              | \$ 204,472.94            | 64.95                   | \$ 39,632.75                     | \$ 0.000427  | \$ 152,146.61   |
| Transport Termination (All)                 | \$ 0.000979      | \$ 0.000933 | 1,530,771 | 1.00                | \$ 1,427.80              | 0.34                    | \$ 481.41                        | \$ 0.000933  | \$ 1,427.80     |
| Tandem Transport Termination (Pass Through) | \$ 0.000979      | \$ 0.000933 | 3,245,659 | 1.00                | \$ 3,027.57              | 0.34                    | \$ 1,037.09                      | \$ 0.000933  | \$ 3,027.57     |
| Tandem                                      | \$ 0.005272      |             | 0         |                     | \$ -                     |                         | \$ -                             | \$ -   | \$ -            |
| DT  |                  |             | 0         |                     |                          |                         | \$ 3,192.54                      |  | \$ -            |
| Transport                                   |                  |             | 0         |                     |                          |                         |                                  |  | \$ -            |
| Transional Rate                             |                  |             | 1,530,771 |                     |                          |                         |                                  | \$ -   | \$ -            |
|   |                  |             |           |                     | \$ 372,697.49            |                         | \$ 84,123.94                     |  | \$ 228,410.72   |
| Difference fed to state                     |                  |             |           |                     |                          |                         | \$ (288,573.56)                  |  | \$ (144,286.78) |
| 50% reduction                               |                  |             |           |                     |                          |                         | \$ (144,286.78)                  |  |                 |
| Per MOU Change required for option 1        |                  |             |           |                     |                          |                         | \$ (0.094258)                    |  |                 |

## Griggs County Telephone Company

Exchange Group 1  
Exchange Group 2

All except Finlay  
Finlay

### InterLataTerminating Access

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

## Griggs County Telephone Company

### IntraLataTerminating Access

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

**Inter-community Telephone Company**

**Exchanges in Group 1**  
**Exchanges in Group 2**

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

**InterLataTerminating Access**

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

## Inter-community Telephone Company

### IntraLataTerminating Access

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

## North Dakota Telephone Company

### Exchange Group 1

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

### Exchange Group 2

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

### InterLataTerminating Access

|   | Interstate Rates | State Rates | MOU       | State<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>50% difference State and Federal |                |
|---|------------------|-------------|-----------|------------------------|--------------------------|-------------------------|----------------------------------|--|----------------|
|   |                  |             |           |                        |                          |                         |                                  | Rate   | Revenue        |
| CCL (All)                                   |                  | \$ 0.039900 | 5,962,937 |                        | \$ 237,921.19            |                         | \$ -                             | \$ -   | \$ -           |
| Local Switching (All)<br>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         |                 |                       |                      |                               |   |               |
| Translational 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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>50% difference State and Federal |                |
|--|------------------|-------------|-----------|------------------------|--------------------------|-------------------------|----------------------------------|--|----------------|
|  |                  |             |           |                        |                          |                         |                                  | Rate   | Revenue        |
| CCL (All)  |                  | \$ 0.041222 | 2,060,363 |                        | \$ 84,932.28             |                         | \$ -                             | \$ -   | \$ -           |
| Local Switching (All)<br>Information/100           | \$ 0.026941      | \$ 0.026105 | 2,060,363 |                        | \$ 53,785.78             |                         | \$ 55,508.24                     | \$ 0.026105  | \$ 53,786.08   |
| Information/100                                    |                  | \$ -        | 0         |                        | \$ -                     |                         | \$ -                             | \$ -   | \$ -           |
| Information/100                                    | \$ 0.049400      | \$ -        | 2,060,363 |                        |                          |                         | \$ 1,017.82                      | \$ 0.0494  | \$ 1,017.82    |
| Local Transport Facility (Exchange group 1) Band 1 |                  | \$ -        | 0         |                        | \$ -                     |                         | \$ -                             | \$ -   | \$ -           |
| Local Transport Facility (All)                     |                  | \$ 0.000597 | 2,214,342 | 41.81                  | \$ 55,276.01             |                         | \$ -                             | \$ -   | \$ -           |
| Tandem Transport Facility                          | \$ 0.000402      | \$ -        | 3,514,020 |                        |                          | 27.15                   | \$ 38,349.43                     | \$ 0.000402  | \$ 38,349.43   |
| Tandem Transport Facility (Pass through)           | \$ -             | \$ -        | 0         |                        |                          | -                       | \$ -                             | \$ -   | \$ -           |
| Transport Termination (All)                        |                  | \$ 0.000933 | 2,060,363 |                        | \$ 1,922.32              |                         | \$ -                             | \$ -   | \$ -           |
| Tandem Transport Termination                       | \$ 0.002090      |             | 3,977,472 |                        | \$ -                     | \$ 2.24                 | \$ 8,312.94                      | \$ 0.000933  | \$ 3,710.98    |
| Tandem Transport Termination (Pass Through)        |                  |             |           |                        |                          | -                       | \$ -                             | \$ -   | \$ -           |
| Tandem   |                  |             | 0         |                        | \$ -                     |                         | \$ -                             | \$ -   | \$ -           |
| DT - NECA Band 10                                  | Various          |             | 0         |                        |                          |                         | \$ 2,662.98                      |  | \$ 2,662.98    |
| Transport  |                  |             | 0         |                        |                          |                         |                                  |  |                |
| Transional Rate (LTR)                              |                  |             | 2,060,363 |                        |                          |                         |                                  | \$ 0.024926  | \$ 51,356.61   |
|  |                  |             |           |                        | \$ 195,916.39            |                         | \$ 105,851.41                    |  | \$ 150,883.90  |
| Difference fed to state                            |                  |             |           |                        |                          |                         | \$ (90,064.98)                   |  | \$ (45,032.49) |
| 50% reduction                                      |                  |             |           |                        |                          |                         | \$ (45,032.49)                   |  |                |
| Per MOU Change required for option 1               |                  |             |           |                        |                          |                         | \$ (0.021857)                    |  |                |

## Polar Communications Mutual Aid Corporation Study Area 381614

Exchanges (Group 1)  
Exchanges (Group 2)

Gilby  
All others

### InterLataTerminating Access

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

## Polar Communications Mutual Aid Corporation Study Area 381630

Exchanges (Group 1)

Exchanges (Group 2)

### InterLataTerminating Access

|  | Interstate Rates | State Rates | MOU     | State<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of |                        |
|--|------------------|-------------|---------|------------------------|--------------------------|-------------------------|----------------------------------|------------------------------------|------------------------|
|  |                  |             |         |                        |                          |                         |                                  | 50% difference State               | and Federal<br>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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation<br>50% difference State and Federal | Reduction of<br>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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation<br>50% difference State and Federal | Reduction of<br>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<br>Miles-<br>BIP | Current state<br>revenue                  | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation<br>50% difference | Reduction of<br>State and Federal<br>Revenue |
|---|------------------|-------------|-----------|------------------------|--------------------------|-------------------------|----------------------------------|---|--|
| CCL (Exchange group 1)                                |                  | \$ 0.056505 | 3,181,587 |                        | \$ 179,775.57            |                         | \$ -                             | \$ 0.034072                             | \$ 108,401.87                                |
| Local Switching (Exchange group 1)<br>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                          | \$ 0.002090      | \$ 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         |                        |                          |                         | \$ -                             |   |  |
| Translational Rate                                    |                  |             | 0         |                        |                          |                         |                                  | \$ -                                    | \$ -   |
|   |                  |             |           |                        | \$ 333,368.85            |                         | \$ 190,621.44                    |   | \$ 261,995.14                                |
| Difference fed to state                               |                  |             |           |                        |                          |                         | \$ (142,747.41)                  |   | \$ (71,373.70)                               |
| 50% reduction   |                  |             |           |                        |                          |                         | \$ (71,373.70)                   |   |  |
| Per MOU Change required for option 1                  |                  |             |           |                        |                          |                         | \$ (0.022433)                    |   |  |

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

**InterLataTerminating Access**

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

Indicates Rate Reduction

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

**IntraLataTerminating Access**

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

Indicates Rate Reduction

## United Telephone Mutual Aid Corp.

### InterLataTerminating Access

|   | Interstate Rates | State Rates | MOU       | State<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation Reduction of<br>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)<br>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<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>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<br>Rates | State Rates | MOU        | State<br>Miles-<br>BIP | Current state<br>revenue | Interstate<br>miles-BIP | Current Federal<br>Revenue w/ DT | 2012 Rate Calculation<br>Reduction of 50% difference<br>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<br>Miles-<br>BIP | Current state<br>revenue                  | Interstate<br>miles-BIP | Current<br>Federal<br>Revenue w/<br>DT | 2012 Rate Calculation Reduction of |                              |
|--|------------------|-------------|---------|------------------------|---|-------------------------|--|------------------------------------|------------------------------|
|  |                  |             |         |                        |   |                         |  | 50% difference<br>Rate             | State and Federal<br>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                                    |                                    |                              |