

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

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



BEK Communications Cooperative

IntraLataTerminating Access

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

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Exchanges (Group 1)
Exchanges (Group 2)

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

InterLataTerminating Access

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

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IntraLataTerminating Access

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

DCTI

InterLataTerminating Access

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

DCTI

IntraLataTerminating Access

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

Dakota Central Coop

InterLataTerminating Access

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

Dakota Central Coop

IntraLataTerminating Access

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

Dickey Rural Access

InterLataTerminating Access

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

Dickey Rural Access

IntraLataTerminating Access

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

Dickey Rural Communications

InterLataTerminating Access

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

Dickey Rural Communications

IntraLataTerminating Access

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

Dickey Rural Telephone Cooperative

InterLataTerminating Access

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

Dickey Rural Telephone Cooperative

IntraLataTerminating Access

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

Griggs County Telephone Company

Exchange Group 1 All except Finlay
 Exchange Group 2 Finlay

InterLataTerminating Access

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

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

Inter-community Telephone Company

Exchanges in Group 1
Exchanges in Group 2

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

InterLataTerminating Access

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

Inter-community Telephone Company

IntraLataTerminating Access

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

Nemont ND/Missouri Valley Communications (MVC)

InterLata and IntraLATA Terminating Access

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

Moore & Liberty Telephone Company

Exchange Group 1
Exchange Group 2

All except Sheldon
Sheldon

InterLataTerminating Access

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

Moore & Liberty Telephone Company

IntraLataTerminating Access

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

North Dakota Telephone Company

Exchange Group 1

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

Exchange Group 2

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

InterLataTerminating Access

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

North Dakota Telephone Company

IntraLataTerminating Access

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

Northwest Communications Cooperative

Exchange Group 1

Exchange Group 2

InterLataTerminating Access

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

Northwest Communications Cooperative

IntraLataTerminating Access

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

Polar Communications Mutual Aid Corporation Study Area 381614

Exchanges (Group 1)
Exchanges (Group 2)

Gilby
All others

InterLataTerminating Access

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

Polar Communications Mutual Aid Corporation Study Area 381614

IntraLataTerminating Access

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

Polar Communications Mutual Aid Corporation Study Area 381630

Exchanges (Group 1)

Exchanges (Group 2)

InterLataTerminating Access

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

Polar Communications Mutual Aid Corporation Study Area 381630

IntraLataTerminating Access

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

Red River Telephone Company

Exchange Group 1 Exchange Group 2

Fairmont, Hankinson, Lidgewood, Wyndmere
Abercrombie, Colfax, Great Bend, Mooreton

InterLataTerminating Access

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

Red River Telephone Company

IntraLataTerminating Access

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

Reservation Telephone Cooperative

Exchange Group 1
Exchange Group 2

All other exchanges
Watford City and Alexander

InterLataTerminating Access

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

Reservation Telephone Cooperative

IntraLataTerminating Access

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

Turtle Mountain Communications, Inc.

InterLataTerminating Access

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

Turtle Mountain Communications, Inc.

IntraLataTerminating Access

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

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

InterLataTerminating Access

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

Indicates Rate Reduction

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

IntraLataTerminating Access

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

Indicates Rate Reduction

United Telephone Mutual Aid Corp.

InterLataTerminating Access

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

United Telephone Mutual Aid Corp.

IntraLataTerminating Access

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

West River Telecommunications

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

Wolverton Telephone Company

InterLataTerminating Access

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

Wolverton Telephone Company

IntraLataTerminating Access

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