Compliance Worksheet

REDACTED PUBLIC VERSION

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Revenue calculation for Oct 10-Sep 11 terminating access service:

Using NH access rates as of 12/29/11:

Using interstate access rates as of 12/29/2011:

Using proposed new NH access rates:

FCC Revenue Cap ((interstate + half of difference)

End Office Switching Minutes

Transitional end office access service rate



(Italiicized fields are calculated rather than entered by you.) (Individual cells that are referenced in the 'About' page are boxed in on this worksheet.)

(Staff has recommended to the Commission that entries in the shaded areas of this spreadsheet may be filed confidentially. If doing so provide a copy that redacts these areas.)

- <== This is the demand for Transitional Intrastate Access Service taken from cell F15.
- <== (This value should be copied into I15 if using (b)(v) model)

(See notes in 'About' section for 51.907(b)(v) / 51.909(b)(v) filings)

MCImetro Access Transmission Services LLC	<== Please enter your corporate name
	I loade offici your corporate frame

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	NHPUC Tariff Section	Interstate Tariff Section	12/29/2011 NH	12/29/2011 Interstate	Oct '10 - Revenues at Sep '11 NH Rates		Revenues at Interstate Rates	Proposed New Rates	Revenues at Proposed	No
Rate Element	Turm Godion	Turm occion	Rates	Rates	NH Demand (F*D)		(F*E)	nates	New Rates	from Filer
Transitional Intrastate Access Service (only if filing per 51.907/09 (b)(v)) ** CARRIER COMMON LINE **	n/a	n/a	\$0.000000	\$0.000000		\$ -	\$ -	\$ -	\$ -	
CCL PREM - TERMINATING	n/a	n/a	\$0.000000			\$ -		\$ -	\$ -	
CCL NPREM - TERMINATING	n/a	n/a	\$0.000000			\$		\$ -	\$ -	
** LOCAL SWITCHING SERVICE CATEGORY **										
DIRECT CONNECT	4.5.2	4.3.1	\$0.029716	\$0.003859				\$ 0.016152		
LOCAL SWITCHING(LS2) PREM TERMINATING NONRECURRING	n/a	n/a	\$0.000000	\$0.000000	•	\$ -	\$ -	\$ -	\$ -	
TRUNK CONVERSION CHARGE	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$	
END OFFICE TO TANDEM REARRANGEMENT	n/a	n/a	\$ -	\$ -		\$	\$ -	\$ -	\$ -	
LOCAL SWITCHING OPT. FEAT. NRC	n/a	n/a	\$ -	\$ -		\$	\$ -	\$ -	\$	
** LOCAL SWITCHING TRUNK PORT CATEGORY **										
DS0 END OFFICE TRUNK PORTS	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DS1 END OFFICE TRUNK PORTS	n/a	n/a	\$ -	\$ -		\$	\$ -	\$ -	\$ -	
COMMON TRUNK PORT TERMINATING	n/a	n/a	\$0.000000	\$0.000000		\$	\$ -	\$ -	\$	
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **										
TANDEM CONNECT W/OUT SWITCHING	4.5.2	4.3.2.1	\$0.029716	\$0.003904				\$ 0.016803		
TANDEM CONNECT WITH SWITCHING	4.5.2	4.3.2.2	\$0.029716	\$0.005504				\$ 0.018403		
TANDEM SWITCHING TERMINATING			\$0.000000	\$0.000000		\$	\$ -	\$ -	\$	
COMMON TRANSPORT MUX TERMINATING			\$0.000000	\$0.000000		\$	\$ -	\$ -	\$	
DED. MUX-DS3 TO DS1			\$ -	\$ -	•	\$	\$ -	\$ -	\$	
DS0 TANDEM TRUNK PORTS			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DS1 TANDEM TRUNK PORTS			\$ -	\$ -		\$	\$ -	\$ -	\$	
** VG/WATS SERVICE CATEGORY SWITCHED** VG DTT/EF NonDensity Zone										
ENTR. FACILITY - VOICE 2-WIRE			\$ -	\$ -		\$ -	\$ -	\$ -	\$	
ENTR. FACILITY - VOICE 4-WIRE			\$ -	\$ -		\$	\$	\$ -	\$	
DIRECT TRNK FIXED - VOICE			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DIRECT TRNK PER MILE - VOICE			\$ -	\$ -		\$	\$	\$ -	\$ -	
NONRECURRING										
ENTR. FACILITY - VOICE NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
SW TRSPT INSTALL PER LINE OR TRUNK			\$ -	\$ -		\$	\$	\$ -	\$	
** HIGH CAP & DDS SERVICE CATEGORY SWITCHED**										
DS1, DTT/EF										

Rate Element	NHPUC Interstate 12/29/2011 Tariff Section Tariff Section NH Rates		NH Interstate S		Oct '10 - Revenues at Sep '11 NH Rates NH Demand (F*D)		Proposed New Rates	Revenues at Proposed New Rates	Notes from Filer
ENTR. FACDS1 DIRECT TRNK FIXED - DS1 DIRECT TRNK PER MILE - DS1 MUX - DS1 TO VOICE		\$ - \$ - \$ -	\$ - \$ - \$ - \$ -	- - - -	\$ - \$ - \$ -	(F*E) \$ - \$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	
DS1 NONRECURRING - SWITCHED ENTR. FACILITY - DS1 NRC MUX - DS1 TO VOICE NRC		\$ - \$ -	\$ - \$ -	- -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	
DS3, DTT/EF ENTR. FACDS3 DIRECT TRNK FIXED - DS3 DIRECT TRNK PER MILE - DS3 MUX - DS3 TO DS1		\$ - \$ - \$ -	\$ - \$ - \$ -	- - - -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	
ENTR. FACILITY - DS3 NRC ENTR. FACILITY - DS3 W/ TERM EQIP REARR MUX - DS3 TO DS1 NRC		\$ - \$ - \$ -	\$ - \$ - \$ -	-	\$ - \$ - \$ -	\$ - \$ - \$ -		\$ - \$ - \$ -	
STS1, DTT/EF ENTR. FACSTS1 DIRECT TRNK FIXED - STS1 DIRECT TRNK PER MILE - STS1 MUX - STS1 TO DS1		\$ - \$ - \$ -	\$ - \$ - \$ -	:	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -		\$ - \$ - \$ - \$ -	
ENTR. FACILITY - STS1 NRC ENTR. FACILITY - STS1 W/ TERM EQIP REARR MUX - STS1 TO DS1 NRC		\$ - \$ - \$ -	\$ - \$ - \$ -	• •	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ -	\$ - \$ - \$ -	
OptiPoint 3 DTT/EF Density OPTIPOINT3-ENTR FAC-DS3 OPTIPOINT3-DIRECT TRUNK FIXED OPTIPOINT3-DIRECT TRUNK PER MILE OPTIPOINT3 - CONFIGURATION NODE OPTIPOINT3 - CONFIGURATION CARD-STS1 OPTIPOINT3 - CONFIGURATION CARD-DS3 OPTIPOINT3 - CONFIGURATION CARD-DS3 OPTIPOINT3 - CONFIGURATION CARD-OC3C OPTIPOINT3 - CONFIGURATION CARD-STS1		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ - \$ 5 - \$	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	- - - - - - - - - - - - - - - - - - -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	
OptiPoint 12 DTT/EF Density OPTIPOINT12-ENTR FAC-DS3 OPTIPOINT12-DIRECT TRUNK FIXED OPTIPOINT12-DIRECT TRUNK PER MILE OPTIPOINT12 - CONFIGURATION NODE OPTIPOINT12- CONFIGURATION CARD-STS1 OPTIPOINT12- CONFIGURATION CARD-DS1 OPTIPOINT12- CONFIGURATION CARD-DS3 OPTIPOINT12- CONFIGURATION CARD-OC3 OPTIPOINT12- CONFIGURATION CARD-OC3C OPTIPOINT12- CONFIGURATION CARD-OC12C		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	
OptiPoint 48 DTT/EF Density									

Rate Element	NHPUC Tariff Section	Interstate Tariff Section	12/29/2011 NH Rates	12/29/2011 Interstate Rates	Oct '10 - Sep '11 NH Demand	Revenues at NH Rates (F*D)	Revenues at Interstate Rates (F*E)	Proposed New Rates	Revenues at Proposed New Rates	Notes from Filer
OPTIPOINT48-ENTR FAC-DS3			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48-DIRECT TRUNK FIXED			\$ -	\$ -		\$ -	\$ -	\$ -	\$	
OPTIPOINT48-DIRECT TRUNK PER MILE			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48 - CONFIGURATION NODE			\$ -	\$ -		\$ -	\$ -	\$ -	\$	
OPTIPOINT48- CONFIGURATION CARD- STS1			\$ -	\$ -		\$ -	\$ -	\$ -	\$	
OPTIPOINT48- CONFIGURATION CARD- DS3			\$ -	\$ -		\$ -	\$ -	\$ -	\$	
OPTIPOINT48- CONFIGURATION CARD- OC3			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48- CONFIGURATION CARD- OC12			\$ -	\$ -		\$ -	\$ -	\$ -	\$	
OPTIPOINT48- CONFIGURATION CARD- OC3C			\$ -	\$ -	•	\$ -	\$ -	\$ -	s -	
OPTIPOINT48- CONFIGURATION CARD- OC12C			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OptiPoint, Non-Density Zone Switched:										
OPTIPOINT3- REGENERATION CHARGE			s -	\$ -		\$	•	\$ -	e	
OPTIPOINT12- REGENERATION CHARGE			\$ -	\$ -		\$ -	\$.	\$ -	9	
OPTIPOINT48- REGENERATION CHARGE			\$ -	\$ -		\$ -	\$	\$ -	•	
OPTIPOINT- SERVICE UPGRADE - PER DS1 OR DS3			\$ -	\$ -		s -	\$.	\$ -	\$	
OPTIPOINT3 - OPTICAL SERVICE CHARGE - NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$	
OPTIPOINT12 - OPTICAL SERVICE CHARGE - NRC			\$ -	\$ -		\$ -	\$	\$ -	\$	
OPTIPOINT48 - OPTICAL SERVICE CHARGE - NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$	
OPTIPOINT3-ENTR FAC-DS3 - NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12-ENTR FAC-DS3 - NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$	
OPTIPOINT RECONFIGURATION CHARGE PER DS3 EQUIV			\$ -	\$ -	•	\$ -	\$ -	\$ -	\$ -	
TOTAL						\$ -	s -		s -	