

July 1999
Projected Demand

<u>7/1/99</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
Revenues						
Usage	\$785,370,587	\$12,253,332	\$45,904,975	\$138,134,460	\$267,304,024	\$5,942,127,435
PSL	\$555,035,496	\$0	\$14,858,316	\$70,970,407	\$192,088,221	\$4,226,286,335
EUCL	\$1,066,725,914	\$14,427,275	\$49,995,836	\$125,564,302	\$403,097,746	\$9,101,214,012
Sub Total	\$2,407,131,997	\$26,680,606	\$110,759,127	\$334,669,168	\$862,489,990	\$19,269,627,781
Other Interstate Access	\$377,295,987	\$5,368,538	\$21,136,143	\$71,088,430	\$188,996,060	\$4,503,982,907
Total Access	\$2,784,427,983	\$32,049,144	\$131,895,271	\$405,757,598	\$1,051,486,050	\$23,773,610,689
PC Reduction	\$80,265,035	\$988,422	\$3,850,246	\$10,831,312	\$31,265,382	\$671,049,700
TIC Reduction Complete	TIC Eliminated		TIC Eliminated		TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$222,423,696)	(\$6,163,391)	(\$12,340,851)	\$14,731,990	(\$119,763,242)	\$571,987,722
Access Flowback	(\$196,357,710)	(\$5,540,298)	(\$10,907,022)	\$12,488,688	(\$103,429,809)	\$471,675,592
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$6.14	\$5.48	\$6.10	\$6.14	\$6.14	\$5.96
MLB	\$8.25	\$5.48	\$6.10	\$7.33	\$7.13	\$6.65
BFP	\$8.25	\$5.48	\$6.10	\$7.33	\$7.13	\$6.78
PSL						
SL Res/Bus	\$1.27	\$0.00	\$1.27	\$1.27	\$1.27	\$1.27
2nd Line/home	\$2.54	\$0.00	\$2.54	\$2.54	\$2.54	\$2.54
MLB	\$6.12	\$0.00	\$0.77	\$6.12	\$4.95	\$4.93
Orig MOU	\$0.0158	\$0.0146	\$0.0156	\$0.0184	\$0.0108	\$0.0125
Term MOU	\$0.0123	\$0.0146	\$0.0156	\$0.0126	\$0.0108	\$0.0099
Average MOU Rate	\$0.0139	\$0.0146	\$0.0156	\$0.0152	\$0.0108	\$0.0111

July 2000
Projected Demand

7/1/00	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	Ameritech	BA	NYNEX	BS	SBC	PAC	USW	Citizens
Revenues								
Usage	\$631,243,976	\$701,041,628	\$1,030,917,778	\$758,501,606	\$455,226,886	\$432,725,618	\$696,558,486	\$53,065,552
PSL	\$287,203,216	\$422,504,859	\$807,255,275	\$733,052,964	\$334,010,999	\$173,262,573	\$407,121,540	\$0
EUCL	\$1,114,333,503	\$1,286,342,574	\$1,152,281,429	\$1,481,537,548	\$905,664,548	\$836,794,817	\$997,952,776	\$51,380,141
Sub Total	\$2,032,780,694	\$2,409,889,061	\$2,990,454,483	\$2,973,092,117	\$1,694,902,433	\$1,442,783,008	\$2,101,632,801	\$104,445,693
Other Interstate Access	\$732,086,916	\$912,385,755	\$675,291,667	\$821,616,307	\$716,948,485	\$452,258,870	\$604,229,269	\$22,045,971
Total Access	\$2,764,867,610	\$3,322,274,816	\$3,665,746,150	\$3,794,708,424	\$2,411,850,918	\$1,895,041,878	\$2,705,862,070	\$126,491,664
PC Reduction	\$73,805,501	\$88,684,954	\$97,853,593	\$101,296,118	\$64,382,057	\$50,586,334	\$72,230,404	\$4,040,028
TIC Reduction Complete	TIC Eliminated	TIC Eliminated		TIC Eliminated				
Universal Service Obligation								
Net USF Funding	\$219,666,359	\$224,889,420	\$158,785,072	\$45,654,385	\$86,469,674	\$201,984,102	\$57,922,457	(\$48,987,103)
Access Flowback	\$172,956,220	\$172,079,924	\$133,026,902	\$38,588,201	\$67,551,538	\$173,187,342	\$47,096,061	(\$43,695,392)
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.38	\$5.95	\$7.30	\$7.30	\$6.50	\$5.28	\$7.23	\$7.22
MLB	\$5.38	\$5.95	\$7.35	\$7.87	\$6.50	\$5.28	\$7.23	\$7.22
BFP	\$5.38	\$5.95	\$7.35	\$7.87	\$6.50	\$5.28	\$7.23	\$7.22
PSL								
SL Res/Bus	\$1.80	\$1.80	\$1.80	\$1.80	\$1.80	\$1.78	\$1.80	\$0.00
2nd Line/home	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$0.00
MLB	\$1.17	\$2.21	\$7.79	\$4.20	\$2.17	\$1.52	\$2.73	\$0.00
Orig MOU	\$0.0097	\$0.0078	\$0.0158	\$0.0084	\$0.0088	\$0.0094	\$0.0099	\$0.0173
Term MOU	\$0.0097	\$0.0078	\$0.0138	\$0.0084	\$0.0088	\$0.0094	\$0.0099	\$0.0173
Average MOU Rate	\$0.0097	\$0.0078	\$0.0147	\$0.0084	\$0.0088	\$0.0094	\$0.0099	\$0.0173

July 2000
Projected Demand

7/1/00						
	GTE	Aliant (Lincoln)	Frontier (Rochester)	SNET	Sprint	Total
Revenues						
Usage	\$738,137,380	\$12,939,627	\$48,736,313	\$132,257,464	\$282,642,642	\$5,730,735,628
PSL	\$332,925,326	\$0	\$0	\$71,895,892	\$34,603,159	\$3,603,835,803
EUCL	\$1,135,341,827	\$14,958,624	\$51,859,455	\$133,562,003	\$428,058,189	\$9,590,067,433
Sub Total	\$2,206,404,533	\$27,898,251	\$100,595,768	\$337,715,359	\$745,303,990	\$18,924,638,864
Other Interstate Access	\$403,706,706	\$5,744,335	\$22,615,673	\$76,064,620	\$202,225,784	\$4,503,982,907
Total Access	\$2,610,111,239	\$33,642,586	\$123,211,441	\$413,779,979	\$947,529,774	\$23,428,621,771
PC Reduction	\$75,516,636	\$872,188	\$3,574,364	\$11,045,461	\$28,451,466	\$672,339,104
TIC Reduction Complete	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$218,858,131)	(\$6,102,116)	(\$12,139,852)	\$15,152,668	(\$118,305,901)	\$606,131,035
Access Flowback	(\$193,089,317)	(\$5,467,534)	(\$10,690,192)	\$12,833,722	(\$102,065,328)	\$462,312,148
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$7.30	\$5.45	\$6.07	\$7.30	\$7.11	\$6.62
MLB	\$8.22	\$5.45	\$6.07	\$7.30	\$7.11	\$6.63
BFP	\$8.22	\$5.45	\$6.07	\$7.30	\$7.11	\$6.75
PSL						
SL Res/Bus	\$1.80	\$0.00	\$0.00	\$1.80	\$0.54	\$1.71
2nd Line/home	\$2.78	\$0.00	\$0.00	\$3.61	\$0.00	\$3.27
MLB	\$0.00	\$0.00	\$0.00	\$5.94	\$0.00	\$2.69
Orig MOU	\$0.0122	\$0.0145	\$0.0155	\$0.0125	\$0.0107	\$0.0099
Term MOU	\$0.0122	\$0.0145	\$0.0155	\$0.0125	\$0.0107	\$0.0097
Average MOU Rate	\$0.0122	\$0.0145	\$0.0155	\$0.0125	\$0.0107	\$0.0098

July 1997
Historical Demand

<u>7/1/97</u>	<u>Summary</u>		<u>Prod. Factor =</u>	<u>5.3%</u>				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
Revenues								
Usage	\$1,019,327,319	\$1,254,709,335	\$1,841,905,953	\$1,670,530,360	\$881,700,275	\$685,545,713	\$1,206,954,221	\$119,438,374
PSL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EUCL	\$872,737,079	\$974,844,178	\$846,478,548	\$1,045,384,527	\$701,052,199	\$735,810,850	\$721,084,423	\$38,053,167
Sub Total	\$1,892,064,398	\$2,229,553,513	\$2,688,384,502	\$2,715,914,887	\$1,582,752,473	\$1,421,356,563	\$1,928,038,644	\$157,491,540
Other Interstate Access	\$539,618,940	\$672,516,641	\$497,755,342	\$605,610,770	\$528,460,451	\$333,358,577	\$445,375,474	\$16,250,015
Total Access	\$2,431,683,338	\$2,902,070,155	\$3,186,139,844	\$3,321,525,656	\$2,111,212,924	\$1,754,715,140	\$2,373,414,119	\$173,741,556
PC Reduction	\$112,500,000	\$97,842,239	\$90,433,531	\$42,699,672	\$36,157,651	\$46,937,408	\$146,420,212	\$5,380,124
Universal Service Obligation								
Net USF Funding	\$122,884,105	\$123,509,318	\$136,668,561	\$151,063,344	\$87,901,955	\$94,362,489	\$95,493,826	\$8,142,654
Access Flowback	\$97,980,102	\$95,117,750	\$114,435,320	\$126,806,558	\$69,395,745	\$82,819,053	\$77,354,089	\$7,266,798
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
MLB	\$4.80	\$5.30	\$6.00	\$6.00	\$5.98	\$4.69	\$5.72	\$6.00
BFP	\$4.80	\$5.38	\$6.07	\$7.29	\$5.98	\$4.69	\$6.48	\$6.03
PSL								
SL Res/Bus	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2nd Line/home	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MLB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Orig MOU	\$0.0233	\$0.0205	\$0.0355	\$0.0271	\$0.0250	\$0.0227	\$0.0248	\$0.0560
Term MOU	\$0.0233	\$0.0205	\$0.0355	\$0.0271	\$0.0250	\$0.0227	\$0.0248	\$0.0560
Average MOU Rate	\$0.0233	\$0.0205	\$0.0355	\$0.0271	\$0.0250	\$0.0227	\$0.0248	\$0.0560

July 1997
Historical Demand

<u>7/1/97</u>						
	GTE	Aliant (Lincoln)	Frontier (Rochester)	SNET	Sprint	Total
Revenues						
Usage	\$1,573,068,393	\$18,068,892	\$72,879,744	\$204,918,130	\$578,572,492	\$11,127,619,199
PSL	\$0	\$0	\$0	\$0	\$0	\$0
EUCL	\$812,152,070	\$11,374,515	\$39,548,370	\$98,754,545	\$313,991,748	\$7,211,266,219
Sub Total	\$2,385,220,463	\$29,443,407	\$112,428,114	\$303,672,675	\$892,564,240	\$18,338,885,419
Other Interstate Access	\$297,570,930	\$4,234,131	\$16,669,941	\$56,066,990	\$149,059,983	\$4,162,548,186
Total Access	\$2,682,791,393	\$33,677,538	\$129,098,054	\$359,739,664	\$1,041,624,223	\$22,501,433,605
PC Reduction	\$83,486,440	\$70,771	\$3,998,315	\$6,338,910	\$32,161,783	\$704,427,056
Universal Service Obligation						
Net USF Funding	\$120,904,265	\$1,771,437	\$3,632,189	\$17,997,200	\$48,498,657	\$1,012,830,000
Access Flowback	\$106,288,064	\$1,592,292	\$3,211,285	\$15,250,172	\$41,813,008	\$839,330,236
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
MLB	\$5.99	\$4.42	\$4.72	\$5.93	\$5.63	\$5.51
BFP	\$7.32	\$4.48	\$4.72	\$5.93	\$6.29	\$6.01
PSL						
SL Res/Bus	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2nd Line/home	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MLB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Orig MOU	\$0.0376	\$0.0298	\$0.0329	\$0.0282	\$0.0318	\$0.0274
Term MOU	\$0.0376	\$0.0298	\$0.0329	\$0.0282	\$0.0318	\$0.0274
Average MOU Rate	\$0.0376	\$0.0298	\$0.0329	\$0.0282	\$0.0318	\$0.0274

Jan. 1998
Historical Demand

<u>1/1/98</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
Revenues								
Usage	\$516,132,697	\$654,643,646	\$1,363,691,754	\$1,039,925,923	\$501,294,847	\$350,228,506	\$782,415,349	\$103,499,007
PSL	\$412,763,774	\$496,713,912	\$386,067,618	\$461,475,997	\$320,499,359	\$265,844,466	\$324,787,957	\$14,064,089
EUCL	\$957,938,031	\$1,080,804,812	\$967,245,140	\$1,227,127,383	\$762,809,619	\$801,559,477	\$830,431,788	\$42,163,306
Sub Total	\$1,886,834,501	\$2,232,162,370	\$2,717,004,511	\$2,728,529,303	\$1,584,603,825	\$1,417,632,448	\$1,937,635,095	\$159,726,402
Other Interstate Access	\$558,505,603	\$696,054,724	\$515,176,779	\$626,807,147	\$546,956,566	\$345,026,127	\$460,963,616	\$16,818,766
Total Access	\$2,445,340,104	\$2,928,217,093	\$3,232,181,291	\$3,355,336,450	\$2,131,560,392	\$1,762,658,575	\$2,398,598,711	\$176,545,168
PC Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Universal Service Obligation								
Net USF Funding	\$148,971,117	\$154,099,768	\$161,429,914	\$182,535,120	\$109,041,218	\$114,297,357	\$117,682,708	\$9,134,007
Access Flowback	\$120,169,766	\$120,517,731	\$137,272,711	\$156,191,487	\$86,978,010	\$100,931,350	\$97,198,087	\$8,209,705
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
BFP	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
PSL								
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$3.96	\$4.50	\$4.50
Orig MOU	\$0.0145	\$0.0150	\$0.0334	\$0.0252	\$0.0216	\$0.0100	\$0.0233	\$0.0528
Term MOU	\$0.0104	\$0.0084	\$0.0205	\$0.0111	\$0.0094	\$0.0100	\$0.0108	\$0.0436
Average MOU Rate	\$0.0122	\$0.0114	\$0.0263	\$0.0175	\$0.0149	\$0.0100	\$0.0164	\$0.0477

Jan. 1998
Historical Demand

<u>1/1/98</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
Revenues						
Usage	\$1,116,054,498	\$10,974,463	\$51,494,139	\$152,071,516	\$417,071,143	\$7,059,497,487
PSL	\$333,865,500	\$5,417,262	\$16,991,005	\$42,933,097	\$125,937,160	\$3,207,361,196
EUCL	\$953,804,823	\$12,791,440	\$44,590,454	\$111,901,513	\$354,682,760	\$8,147,850,545
Sub Total	\$2,403,724,820	\$29,183,165	\$113,075,598	\$306,906,125	\$897,691,064	\$18,414,709,228
Other Interstate Access	\$307,985,913	\$4,382,326	\$17,253,389	\$58,029,334	\$154,277,083	\$4,308,237,373
Total Access	\$2,711,710,733	\$33,565,491	\$130,328,987	\$364,935,460	\$1,051,968,146	\$22,722,946,601
PC Reduction	\$0	\$0	\$0	\$0	\$0	\$0
Universal Service Obligation						
Net USF Funding	\$144,274,251	\$2,077,829	\$4,747,885	\$20,806,123	\$57,355,205	\$1,226,452,500
Access Flowback	\$128,679,528	\$1,882,866	\$4,237,978	\$17,866,513	\$50,026,153	\$1,030,161,885
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.64
BFP	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.77
PSL						
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.43
Orig MOU	\$0.0353	\$0.0231	\$0.0315	\$0.0262	\$0.0296	\$0.0255
Term MOU	\$0.0202	\$0.0154	\$0.0165	\$0.0168	\$0.0178	\$0.0112
Average MOU Rate	\$0.0270	\$0.0188	\$0.0233	\$0.0210	\$0.0231	\$0.0176

July 1998
Historical Demand

<u>7/1/98</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%					
	Ameritech	BA	NYNEX	BS	SBC	PAC	USW	Citizens	
Revenues									
Usage	\$529,463,534	\$596,097,341	\$1,319,399,529	\$982,850,161	\$459,720,240	\$359,587,167	\$741,197,832	\$102,004,309	
PSL	\$358,503,229	\$508,287,165	\$395,028,587	\$471,925,402	\$327,795,385	\$226,052,972	\$332,135,637	\$14,371,096	
EUCL	\$975,546,576	\$1,101,371,096	\$985,799,915	\$1,249,750,911	\$776,806,457	\$815,408,220	\$845,647,605	\$42,914,020	
Sub Total	\$1,863,513,339	\$2,205,755,603	\$2,700,228,031	\$2,704,526,474	\$1,564,322,082	\$1,401,048,359	\$1,918,981,074	\$159,289,425	
Other Interstate Access	\$578,546,072	\$721,316,876	\$534,312,765	\$650,354,800	\$566,807,160	\$357,556,232	\$478,093,222	\$17,475,582	
Total Access	\$2,442,059,411	\$2,927,072,479	\$3,234,540,796	\$3,354,881,274	\$2,131,129,242	\$1,758,604,591	\$2,397,074,296	\$176,765,008	
PC Reduction	\$65,188,444	\$78,135,405	\$86,342,978	\$89,555,352	\$56,888,460	\$46,944,270	\$63,987,610	\$4,718,573	
TIC Reduction Complete	TIC Eliminated					TIC Eliminated			
Universal Service Obligation									
Net USF Funding	\$147,809,462	\$152,965,453	\$160,143,214	\$181,091,748	\$108,215,323	\$113,367,007	\$116,775,606	\$9,054,419	
Access Flowback	\$118,920,685	\$119,300,103	\$135,922,959	\$154,659,038	\$86,084,425	\$99,940,644	\$96,222,559	\$8,126,136	
Rates									
EUCL									
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22	\$7.22
BFP	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22	\$7.22
PSL									
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$3.25	\$4.50	\$4.50	\$4.50
Orig MOU	\$0.0114	\$0.0124	\$0.0334	\$0.0247	\$0.0183	\$0.0099	\$0.0206	\$0.0528	\$0.0528
Term MOU	\$0.0103	\$0.0083	\$0.0175	\$0.0090	\$0.0094	\$0.0099	\$0.0106	\$0.0395	\$0.0395
Average MOU Rate	\$0.0108	\$0.0101	\$0.0247	\$0.0161	\$0.0134	\$0.0099	\$0.0151	\$0.0455	\$0.0455

July 1998
Historical Demand

<u>7/1/98</u>						
	<u>GTE</u>	<u>Alliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
Revenues						
Usage	\$1,079,891,367	\$10,770,879	\$49,646,152	\$147,040,105	\$402,083,766	\$6,705,117,391
PSL	\$341,286,821	\$5,162,343	\$17,367,028	\$43,898,206	\$128,731,389	\$3,170,545,260
EUCL	\$971,083,041	\$13,024,430	\$45,383,549	\$113,938,172	\$361,105,878	\$8,297,779,871
Sub Total	\$2,392,261,229	\$28,957,652	\$112,396,728	\$304,876,483	\$891,921,033	\$18,173,442,522
Other Interstate Access	\$319,137,939	\$4,546,626	\$17,872,863	\$60,072,634	\$159,924,692	\$4,466,017,465
Total Access	\$2,711,399,168	\$33,504,278	\$130,269,592	\$364,949,117	\$1,051,845,725	\$22,639,459,986
PC Reduction	\$72,378,212	\$894,365	\$3,477,422	\$9,741,968	\$28,078,017	\$606,331,077
TIC Reduction Complete	TIC Eliminated		TIC Eliminated		TIC Eliminated	
Universal Service Obligation						
Net USF Funding	\$143,095,892	\$2,060,501	\$4,711,326	\$20,633,204	\$56,883,345	\$1,216,806,500
Access Flowback	\$127,437,767	\$1,864,717	\$4,198,791	\$17,683,788	\$49,525,138	\$1,019,886,750
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.62
BFP	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.74
PSL						
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.34
Orig MOU	\$0.0353	\$0.0199	\$0.0287	\$0.0262	\$0.0296	\$0.0230
Term MOU	\$0.0171	\$0.0153	\$0.0160	\$0.0144	\$0.0151	\$0.0105
Average MOU Rate	\$0.0253	\$0.0174	\$0.0217	\$0.0197	\$0.0216	\$0.0163

July 1999
Historical Demand

<u>7/1/99</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
Revenues								
Usage	\$557,629,988	\$618,976,406	\$1,101,121,200	\$697,280,276	\$401,961,529	\$379,396,810	\$619,540,001	\$46,722,626
PSL	\$302,538,194	\$442,849,301	\$602,844,384	\$722,620,499	\$353,231,739	\$187,302,147	\$428,141,587	\$21,036,971
EUCL	\$1,014,575,387	\$1,159,717,557	\$1,041,941,570	\$1,317,133,833	\$818,854,320	\$843,957,273	\$891,306,444	\$45,364,902
Sub Total	\$1,874,743,569	\$2,221,543,264	\$2,745,907,155	\$2,737,034,608	\$1,574,047,587	\$1,410,656,230	\$1,938,988,032	\$113,124,498
Other Interstate Access	\$619,044,297	\$771,809,058	\$571,714,659	\$695,879,636	\$606,483,661	\$382,585,168	\$511,559,747	\$18,698,873
Total Access	\$2,493,787,866	\$2,993,352,321	\$3,317,621,813	\$3,432,914,244	\$2,180,531,248	\$1,793,241,398	\$2,450,547,779	\$131,823,371
PC Reduction	\$66,569,286	\$79,904,682	\$88,560,747	\$91,638,368	\$58,207,200	\$47,868,867	\$65,415,033	\$4,844,156
TIC Reduction Complete	TIC Eliminated	TIC Eliminated		TIC Eliminated				
Universal Service Obligation								
Net USF Funding	\$203,951,640	\$205,815,218	\$154,471,332	\$29,754,086	\$76,022,378	\$217,276,220	\$47,785,716	(\$49,646,173)
Access Flowback	\$163,119,374	\$159,886,023	\$130,829,160	\$25,348,035	\$60,268,534	\$190,738,883	\$39,258,488	(\$44,495,713)
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.37	\$5.94	\$6.14	\$6.14	\$6.14	\$5.19	\$6.14	\$6.14
MLB	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
BFP	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
PSL								
SL Res/Bus	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27
2nd Line/home	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54
MLB	\$3.12	\$4.18	\$6.12	\$6.12	\$4.49	\$2.77	\$5.32	\$5.14
Orig MOU	\$0.0102	\$0.0082	\$0.0258	\$0.0104	\$0.0092	\$0.0098	\$0.0104	\$0.0180
Term MOU	\$0.0102	\$0.0082	\$0.0144	\$0.0088	\$0.0092	\$0.0098	\$0.0104	\$0.0180
Average MOU Rate	\$0.0102	\$0.0082	\$0.0195	\$0.0095	\$0.0092	\$0.0098	\$0.0104	\$0.0180

July 1999
Historical Demand

<u>7/1/99</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
Revenues						
Usage	\$657,067,275	\$11,362,953	\$42,061,437	\$122,311,365	\$247,107,204	\$5,370,385,346
PSL	\$528,484,974	\$0	\$11,667,359	\$67,398,748	\$153,492,040	\$3,821,607,942
EUCL	\$1,023,368,910	\$13,555,608	\$47,762,162	\$120,045,263	\$381,241,749	\$8,718,824,978
Sub Total	\$2,208,921,159	\$24,918,561	\$101,490,957	\$309,755,376	\$781,840,994	\$17,910,818,267
Other Interstate Access	\$341,477,595	\$4,864,890	\$19,123,964	\$64,277,718	\$171,119,420	\$4,466,017,465
Total Access	\$2,550,398,755	\$29,783,451	\$120,614,921	\$374,033,094	\$952,960,415	\$22,376,835,731
PC Reduction	\$74,119,535	\$911,732	\$3,556,555	\$9,984,456	\$28,734,272	\$620,314,888
TIC Reduction Complete	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$226,233,069)	(\$6,335,618)	(\$12,619,107)	\$14,198,448	(\$123,469,605)	\$530,971,464
Access Flowback	(\$201,105,697)	(\$5,717,634)	(\$11,224,408)	\$12,139,000	(\$107,292,950)	\$442,306,744
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$6.14	\$5.43	\$6.00	\$6.14	\$6.14	\$5.94
MLB	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.59
BFP	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.72
PSL						
SL Res/Bus	\$1.27	\$0.00	\$1.27	\$1.27	\$1.27	\$1.27
2nd Line/home	\$2.54	\$0.00	\$1.64	\$2.54	\$2.54	\$2.53
MLB	\$6.12	\$0.00	\$0.00	\$6.12	\$3.32	\$4.61
Orig MOU	\$0.0133	\$0.0150	\$0.0159	\$0.0177	\$0.0111	\$0.0121
Term MOU	\$0.0125	\$0.0150	\$0.0159	\$0.0129	\$0.0111	\$0.0103
Average MOU Rate	\$0.0129	\$0.0150	\$0.0159	\$0.0150	\$0.0111	\$0.0111

July 2000
Historical Demand

7/1/00	Summary	Scenario Modeled	Prod. Factor =	5.3%					
	Ameritech	BA	NYNEX	BS	SBC	PAC	USW	Citizens	
Revenues									
Usage	\$587,501,215	\$652,292,535	\$957,704,152	\$704,200,910	\$423,547,873	\$400,432,285	\$651,553,819	\$49,276,601	
PSL	\$243,588,804	\$364,595,230	\$706,491,908	\$643,603,365	\$290,085,280	\$146,559,972	\$347,853,687	\$0	
EUCL	\$1,050,482,859	\$1,202,973,998	\$1,104,301,263	\$1,393,708,094	\$853,946,234	\$872,757,378	\$941,237,569	\$48,055,527	
Sub Total	\$1,881,572,878	\$2,219,861,763	\$2,768,497,322	\$2,741,512,369	\$1,567,579,387	\$1,419,749,635	\$1,940,645,076	\$97,332,128	
Other Interstate Access	\$662,377,398	\$825,835,692	\$611,734,685	\$744,591,210	\$648,937,518	\$409,366,130	\$547,368,930	\$20,007,794	
Total Access	\$2,543,950,276	\$3,045,697,455	\$3,380,232,007	\$3,486,103,580	\$2,216,516,905	\$1,829,115,765	\$2,488,014,005	\$117,339,922	
PC Reduction	\$67,908,324	\$81,301,985	\$90,232,066	\$93,058,206	\$59,167,802	\$48,826,499	\$66,415,158	\$3,559,972	
TIC Reduction Complete	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated				
Universal Service Obligation									
Net USF Funding	\$207,940,820	\$210,107,442	\$158,068,646	\$33,781,506	\$78,703,647	\$220,687,864	\$50,651,931	(\$49,518,453)	
Access Flowback	\$165,204,358	\$162,080,164	\$133,679,945	\$28,731,366	\$62,059,423	\$192,916,446	\$41,515,162	(\$44,334,831)	
Rates									
EUCL									
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.35	\$5.92	\$7.22	\$7.30	\$6.47	\$5.17	\$7.18	\$7.16	\$7.16
MLB	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16	\$7.16
BFP	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16	\$7.16
PSL									
SL Res/Bus	\$1.80	\$1.80	\$1.80	\$1.80	\$1.80	\$1.67	\$1.80	\$0.00	\$0.00
2nd Line/home	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$0.00	\$0.00
MLB	\$0.83	\$1.87	\$7.79	\$3.48	\$1.66	\$1.05	\$1.95	\$0.00	\$0.00
Orig MOU	\$0.0100	\$0.0081	\$0.0144	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178	\$0.0178
Term MOU	\$0.0100	\$0.0081	\$0.0142	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178	\$0.0178
Average MOU Rate	\$0.0100	\$0.0081	\$0.0143	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178	\$0.0178

July 2000
Historical Demand

<u>7/1/00</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
Revenues						
Usage	\$678,690,859	\$11,991,615	\$44,636,376	\$121,935,916	\$261,129,747	\$5,353,495,887
PSL	\$235,506,740	\$0	\$0	\$63,358,014	\$0	\$3,041,642,999
EUCL	<u>\$1,083,063,048</u>	<u>\$14,021,461</u>	<u>\$49,369,953</u>	<u>\$126,758,895</u>	<u>\$402,376,451</u>	<u>\$9,143,052,731</u>
Sub Total	\$1,997,260,647	\$26,013,077	\$94,006,329	\$312,052,825	\$663,506,197	\$17,538,191,618
Other Interstate Access	\$365,381,027	\$5,205,433	\$20,462,641	\$68,777,159	\$183,097,780	\$4,466,017,465
Total Access	\$2,362,641,674	\$31,218,509	\$114,468,970	\$380,829,984	\$846,603,977	\$22,004,209,082
PC Reduction	\$69,024,727	\$810,004	\$3,264,975	\$10,165,893	\$25,746,467	\$619,482,080
TIC Reduction Complete	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$223,130,794)	(\$6,281,958)	(\$12,442,262)	\$14,561,220	(\$122,210,807)	\$560,918,800
Access Flowback	(\$198,105,382)	(\$5,650,221)	(\$11,024,276)	\$12,425,131	(\$106,007,431)	\$433,489,855
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$7.30	\$5.41	\$5.97	\$7.19	\$7.06	\$6.58
MLB	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.56
BFP	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.69
PSL						
SL Res/Bus	\$1.56	\$0.00	\$0.00	\$1.80	\$0.00	\$1.66
2nd Line/home	\$0.00	\$0.00	\$0.00	\$3.61	\$0.00	\$2.94
MLB	\$0.00	\$0.00	\$0.00	\$5.24	\$0.00	\$2.30
Orig MOU	\$0.0124	\$0.0148	\$0.0157	\$0.0127	\$0.0109	\$0.0100
Term MOU	\$0.0124	\$0.0148	\$0.0157	\$0.0127	\$0.0109	\$0.0100
Average MOU Rate	\$0.0124	\$0.0148	\$0.0157	\$0.0127	\$0.0109	\$0.0100

Scenarios
Historical Demand
Bell Atlantic/NYNEX Proposal

Summary							Scenario Modeled						
							Prod. Factor			5.3%			
							ML PSL Cap			\$2.00			
Originating Usage Rates:							Average Usage Rates: (Originating = Terminating)						
	Current	July '97	Jan '98	July '98	July '99	July '00		Current	July '97	Jan '98	July '98	July '99	July '00
AM	0.02365	0.02229	0.01965	0.01862	0.01017	0.01002	AM	0.02365	0.02229	0.02229	0.01406	0.01017	0.01002
BA	0.02035	0.01965	0.01894	0.01831	0.01002	0.00808	BA	0.02035	0.01965	0.01348	0.01282	0.00902	0.00808
NYNEX	0.03516	0.03438	0.03336	0.03336	0.03186	0.02061	NYNEX	0.03516	0.03438	0.02778	0.02695	0.02225	0.01708
BS	0.02580	0.02490	0.02395	0.02395	0.01367	0.00868	BS	0.02580	0.02490	0.01789	0.01707	0.01100	0.00868
SBC	0.02393	0.02406	0.02316	0.02316	0.01223	0.00908	SBC	0.02393	0.02406	0.01713	0.01631	0.01058	0.00908
PAC	0.02165	0.02142	0.01565	0.01461	0.00978	0.00908	PAC	0.02165	0.02142	0.01253	0.01203	0.00978	0.00964
USW	0.02807	0.02336	0.02262	0.02262	0.01281	0.01027	USW	0.02807	0.02336	0.01721	0.01652	0.01151	0.01027
GTE	0.03661	0.03515	0.03397	0.03397	0.01651	0.01242	GTE	0.03661	0.03515	0.02691	0.02620	0.01433	0.01242
Industry	0.02702	0.02601	0.02507	0.02507	0.01462	0.01085	Industry	0.02702	0.02601	0.01897	0.01829	0.01222	0.01039
Terminating Usage Rates:							LEC Price Cap Reductions:						
	Current	July '97	Jan '98	July '98	July '99	July '00		Current	July '97	Jan '98	July '98	July '99	July '00
AM	0.02365	0.02229	0.01041	0.01033	0.01017	0.01002	AM	112.5	112.5	0.0	65.2	66.6	68.0
BA	0.02035	0.01965	0.00900	0.00833	0.00820	0.00808	BA	97.8	97.8	0.0	78.0	79.9	81.3
NYNEX	0.03516	0.03438	0.02321	0.02171	0.01438	0.01419	NYNEX	90.4	90.4	0.0	86.3	88.6	90.3
BS	0.02580	0.02490	0.01257	0.01144	0.00882	0.00868	BS	42.7	42.7	0.0	87.2	89.3	90.7
SBC	0.02393	0.02406	0.01220	0.01070	0.00922	0.00908	SBC	36.2	36.2	0.0	58.9	58.3	59.3
PAC	0.02165	0.02142	0.00998	0.00991	0.00978	0.00908	PAC	46.9	46.9	0.0	47.0	47.9	48.8
USW	0.02807	0.02336	0.01279	0.01152	0.01045	0.01027	USW	146.4	146.4	0.0	63.0	64.5	65.5
GTE	0.03661	0.03515	0.02113	0.01984	0.01254	0.01242	GTE	83.5	83.5	0.0	70.8	72.5	67.7
Industry	0.02702	0.02601	0.01398	0.01245	0.01026	0.01002	Industry	704.4	704.4	0.0	601.1	615.4	615.1
PSL Charge - SL Res/Bus:							Net USF Contribution:						
	Current	July '97	Jan '98	July '98	July '99	July '00		Current	July '97	Jan '98	July '98	July '99	July '00
AM	0	0	0.75	0.75	1.27	1.80	AM	0	60.3	87.1	134.2	215.1	221.2
BA	0	0	0.75	0.75	1.27	1.80	BA	0	60.6	91.9	139.3	217.0	223.4
NYNEX	0	0	0.75	0.75	1.27	1.80	NYNEX	0	67.0	92.6	145.0	168.8	172.8
BS	0	0	0.75	0.75	1.27	1.80	BS	0	74.1	106.5	164.4	43.4	50.1
SBC	0	0	0.75	0.75	1.27	1.80	SBC	0	43.1	64.8	98.5	84.0	88.2
PAC	0	0	0.75	0.75	1.27	1.67	PAC	0	46.3	66.8	102.9	225.8	230.9
USW	0	0	0.75	0.75	1.27	1.80	USW	0	46.8	69.6	106.2	56.4	60.9
GTE	0	0	0.75	0.75	1.27	1.33	GTE	0	59.3	83.4	129.7	(215.3)	(210.1)
Industry	0	0	0.75	0.75	1.27	1.63	Industry	0	496.9	716.6	1,104.6	622.7	670.1
PSL Charge - Res 2nd lines:							SLC Charge - Res 2nd lines:						
	Current	July '97	Jan '98	July '98	July '99	July '00		Current	July '97	Jan '98	July '98	July '99	July '00
AM	0	0	1.50	1.50	2.54	3.61	AM	3.50	3.50	5.00	5.00	5.37	5.35
BA	0	0	1.50	1.50	2.54	3.61	BA	3.50	3.50	5.00	5.00	5.94	5.92
NYNEX	0	0	1.50	1.50	2.54	3.61	NYNEX	3.50	3.50	5.00	5.00	6.14	7.22
BS	0	0	1.50	1.50	2.54	3.61	BS	3.50	3.50	5.00	5.00	6.14	7.30
SBC	0	0	1.50	1.50	2.54	3.61	SBC	3.50	3.50	5.00	5.00	6.14	6.47
PAC	0	0	1.50	1.50	2.54	3.61	PAC	3.50	3.50	5.00	5.00	5.19	5.17
USW	0	0	1.50	1.50	2.54	3.61	USW	3.50	3.50	5.00	5.00	6.14	7.18
GTE	0	0	1.50	1.50	2.54	0	GTE	3.50	3.50	5.00	5.00	6.14	7.30
Industry	0	0	1.50	1.50	2.53	2.94	Industry	3.50	3.50	5.00	5.00	5.94	6.58
PSL Charge - MLB:							SLC Charge - MLB:						
	Current	July '97	Jan '98	July '98	July '99	July '00		Current	July '97	Jan '98	July '98	July '99	July '00
AM	0	0	2.00	2.00	3.28	1.00	AM	4.81	4.80	5.41	5.39	5.37	5.35
BA	0	0	2.00	2.00	3.55	1.97	BA	5.30	5.38	5.99	5.97	5.94	5.92
NYNEX	0	0	2.00	2.00	3.55	5.15	NYNEX	6.00	6.07	7.31	7.28	7.25	7.22
BS	0	0	2.00	2.00	3.55	2.52	BS	6.00	7.29	7.92	7.89	7.86	7.83
SBC	0	0	2.00	2.00	3.55	1.86	SBC	6.00	5.98	6.55	6.52	6.50	6.47
PAC	0	0	2.00	2.00	2.88	1.17	PAC	4.80	4.69	5.23	5.21	5.19	5.17
USW	0	0	2.00	2.00	3.55	1.45	USW	5.72	6.48	7.26	7.23	7.21	7.18
GTE	0	0	2.00	2.00	3.55	0	GTE	5.99	7.32	8.24	8.21	8.18	8.14
Industry	0	0	2.00	2.00	3.39	1.90	Industry	5.53	6.01	6.64	6.62	6.59	6.56

July 1997
Historical Demand
Bell Atlantic/NYNEX Proposal

7/1/97	Summary	Scenario Modeled							\$0
	Ameritech	BA	NYNEX	BS	SBC	PAC	USW	Citizens	
Revenues									
Usage	\$1,019,327,319	\$1,248,545,331	\$1,838,002,037	\$1,585,727,014	\$881,700,275	\$685,545,713	\$1,171,554,860	\$119,394,054	
PSL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
EUCL	\$872,737,079	\$981,008,182	\$850,382,465	\$1,130,187,872	\$701,052,199	\$735,810,850	\$756,483,784	\$38,097,486	
Sub Total	\$1,892,064,398	\$2,229,553,513	\$2,688,384,502	\$2,715,914,887	\$1,582,752,473	\$1,421,356,563	\$1,928,038,644	\$157,491,540	
Other Interstate Access	\$539,618,940	\$672,516,641	\$497,755,342	\$605,610,770	\$528,460,451	\$333,358,577	\$445,375,474	\$16,250,015	
Total Access	\$2,431,683,338	\$2,902,070,155	\$3,186,139,844	\$3,321,525,656	\$2,111,212,924	\$1,754,715,140	\$2,373,414,119	\$173,741,556	
PC Reduction	\$112,500,000	\$97,842,239	\$90,433,531	\$42,699,672	\$36,157,651	\$46,937,408	\$146,420,212	\$5,380,124	
Universal Service Obligation									
Net USF Funding	\$60,282,769	\$60,589,477	\$67,044,955	\$74,106,546	\$43,121,714	\$46,291,032	\$46,846,028	\$3,994,509	
Access Flowback	\$48,065,711	\$46,729,032	\$56,180,038	\$62,965,638	\$34,043,196	\$40,628,215	\$38,287,627	\$3,565,290	
Rates									
EUCL									
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
MLB	\$4.80	\$5.38	\$6.07	\$7.29	\$5.98	\$4.69	\$6.48	\$6.03	\$6.03
BFP	\$4.80	\$5.38	\$6.07	\$7.29	\$5.98	\$4.69	\$6.48	\$6.03	\$6.03
PSL									
SL Res/Bus	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2nd Line/home	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MLB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Orig MOU	\$0.0223	\$0.0196	\$0.0344	\$0.0249	\$0.0241	\$0.0214	\$0.0234	\$0.0544	\$0.0544
Term MOU	\$0.0223	\$0.0196	\$0.0344	\$0.0249	\$0.0241	\$0.0214	\$0.0234	\$0.0544	\$0.0544
Average MOU Rate	\$0.0223	\$0.0196	\$0.0344	\$0.0249	\$0.0241	\$0.0214	\$0.0234	\$0.0544	\$0.0544

July 1997
Historical Demand
Bell Atlantic/NYNEX Proposal

<u>7/1/97</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
Revenues						
Usage	\$1,515,328,759	\$18,020,295	\$72,879,744	\$204,918,130	\$568,454,116	\$10,929,397,647
PSL	\$0	\$0	\$0	\$0	\$0	\$0
EUCL	<u>\$869,891,703</u>	<u>\$11,423,112</u>	<u>\$39,548,370</u>	<u>\$98,754,545</u>	<u>\$324,110,124</u>	<u>\$7,409,487,772</u>
Sub Total	\$2,385,220,463	\$29,443,407	\$112,428,114	\$303,672,675	\$892,564,240	\$18,338,885,419
Other Interstate Access	<u>\$297,570,930</u>	<u>\$4,234,131</u>	<u>\$16,669,941</u>	<u>\$56,066,990</u>	<u>\$149,059,983</u>	<u>\$4,162,548,186</u>
Total Access	\$2,682,791,393	\$33,677,538	\$129,098,054	\$359,739,664	\$1,041,624,223	\$22,501,433,605
PC Reduction	\$83,486,440	\$70,771	\$3,998,315	\$6,338,910	\$32,161,783	\$704,427,056
Universal Service Obligation						
Net USF Funding	\$59,311,526	\$869,007	\$1,781,829	\$8,828,815	\$23,791,794	\$496,860,000
Access Flowback	\$52,563,091	\$781,461	\$1,575,347	\$7,481,216	\$20,600,699	\$413,466,561
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
MLB	\$7.32	\$4.48	\$4.72	\$5.93	\$6.29	\$6.01
BFP	\$7.32	\$4.48	\$4.72	\$5.93	\$6.29	\$6.01
PSL						
SL Res/Bus	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2nd Line/home	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MLB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Orig MOU	\$0.0352	\$0.0285	\$0.0322	\$0.0272	\$0.0302	\$0.0260
Term MOU	\$0.0352	\$0.0285	\$0.0322	\$0.0272	\$0.0302	\$0.0260
Average MOU Rate	\$0.0352	\$0.0285	\$0.0322	\$0.0272	\$0.0302	\$0.0260

Jan. 1998
Historical Demand
Bell Atlantic/NYNEX Proposal

<u>1/1/98</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
Revenues								
Usage	\$658,144,889	\$847,460,420	\$1,505,266,716	\$1,121,082,145	\$623,321,648	\$380,695,724	\$865,086,314	\$107,355,882
PSL	\$270,751,582	\$297,517,394	\$240,452,101	\$292,548,313	\$198,472,558	\$235,377,248	\$205,478,655	\$10,161,343
EUCL	\$957,938,031	\$1,080,804,812	\$967,245,140	\$1,227,127,383	\$762,809,619	\$801,559,477	\$830,431,788	\$42,163,306
Sub Total	\$1,886,834,501	\$2,225,782,625	\$2,712,963,958	\$2,640,757,840	\$1,584,603,825	\$1,417,632,448	\$1,900,996,757	\$159,680,531
Other Interstate Access	\$558,505,603	\$696,054,724	\$515,176,779	\$626,807,147	\$546,956,566	\$345,026,127	\$460,963,616	\$16,818,766
Total Access	\$2,445,340,104	\$2,921,837,349	\$3,228,140,737	\$3,267,564,987	\$2,131,560,392	\$1,762,658,575	\$2,361,960,373	\$176,499,297
PC Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Universal Service Obligation								
Net USF Funding	\$87,115,034	\$91,928,972	\$92,635,160	\$106,494,475	\$64,794,075	\$66,798,180	\$69,614,050	\$5,035,245
Access Flowback	\$70,272,637	\$71,895,443	\$78,772,758	\$91,125,096	\$51,683,756	\$58,986,757	\$57,496,574	\$4,525,711
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
BFP	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
PSL								
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
Orig MOU	\$0.0199	\$0.0189	\$0.0334	\$0.0239	\$0.0232	\$0.0156	\$0.0226	\$0.0528
Term MOU	\$0.0104	\$0.0090	\$0.0232	\$0.0126	\$0.0122	\$0.0100	\$0.0128	\$0.0437
Average MOU Rate	\$0.0147	\$0.0135	\$0.0278	\$0.0177	\$0.0171	\$0.0125	\$0.0172	\$0.0478

Jan. 1998
Historical Demand
Bell Atlantic/NYNEX Proposal

<u>1/1/98</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
Revenues						
Usage	\$1,167,810,813	\$12,899,146	\$56,972,694	\$167,461,426	\$445,936,391	\$7,959,494,207
PSL	\$222,348,664	\$3,492,579	\$11,512,450	\$27,543,186	\$86,599,394	\$2,102,255,467
EUCL	\$953,804,823	\$12,791,440	\$44,590,454	\$111,901,513	\$354,682,760	\$8,147,850,545
Sub Total	\$2,343,964,299	\$29,183,165	\$113,075,598	\$306,906,125	\$887,218,545	\$18,209,600,219
Other Interstate Access	\$307,985,913	\$4,382,326	\$17,253,389	\$58,029,334	\$154,277,083	\$4,308,237,373
Total Access	\$2,651,950,213	\$33,565,491	\$130,328,987	\$364,935,460	\$1,041,495,628	\$22,517,837,591
PC Reduction	\$0	\$0	\$0	\$0	\$0	\$0
Universal Service Obligation						
Net USF Funding	\$83,414,759	\$1,186,142	\$2,919,552	\$11,746,885	\$32,942,471	\$716,625,000
Access Flowback	\$74,398,389	\$1,074,846	\$2,606,002	\$10,087,217	\$28,732,965	\$601,658,152
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.64
BFP	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.77
PSL						
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
Orig MOU	\$0.0340	\$0.0267	\$0.0315	\$0.0262	\$0.0291	\$0.0251
Term MOU	\$0.0211	\$0.0154	\$0.0194	\$0.0185	\$0.0189	\$0.0140
Average MOU Rate	\$0.0269	\$0.0205	\$0.0249	\$0.0220	\$0.0235	\$0.0190

July 1998
Historical Demand
Bell Atlantic/NYNEX Proposal

<u>7/1/98</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
Revenues								
Usage	\$612,580,598	\$795,557,153	\$1,465,834,970	\$1,069,068,624	\$585,843,644	\$359,587,167	\$827,620,003	\$105,991,885
PSL	\$276,689,994	\$304,232,195	\$245,861,472	\$298,877,530	\$202,792,321	\$226,332,695	\$209,916,351	\$10,373,162
EUCL	\$975,546,576	\$1,101,371,096	\$985,799,915	\$1,249,750,911	\$776,806,457	\$815,408,220	\$845,647,605	\$42,914,020
Sub Total	\$1,864,817,168	\$2,201,160,444	\$2,697,496,358	\$2,617,697,065	\$1,565,442,422	\$1,401,328,082	\$1,883,183,959	\$159,279,067
Other Interstate Access	\$578,546,072	\$721,316,876	\$534,312,765	\$650,354,800	\$566,807,160	\$357,556,232	\$478,093,222	\$17,475,582
Total Access	\$2,443,363,239	\$2,922,477,320	\$3,231,809,123	\$3,268,051,865	\$2,132,249,582	\$1,758,884,313	\$2,361,277,181	\$176,754,650
PC Reduction	\$65,223,249	\$78,012,742	\$86,270,059	\$87,237,524	\$56,918,367	\$46,951,737	\$63,032,040	\$4,718,297
TIC Reduction Complete	TIC Eliminated					TIC Eliminated		
Universal Service Obligation								
Net USF Funding	\$134,196,156	\$139,282,884	\$145,002,843	\$164,356,699	\$98,477,398	\$102,913,373	\$106,196,640	\$8,152,362
Access Flowback	\$107,968,046	\$108,628,858	\$123,072,435	\$140,366,688	\$78,337,983	\$90,725,062	\$87,505,540	\$7,316,560
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22
BFP	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22
PSL								
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
Orig MOU	\$0.0186	\$0.0183	\$0.0334	\$0.0239	\$0.0232	\$0.0146	\$0.0226	\$0.0528
Term MOU	\$0.0103	\$0.0083	\$0.0217	\$0.0114	\$0.0107	\$0.0099	\$0.0115	\$0.0420
Average MOU Rate	\$0.0141	\$0.0128	\$0.0270	\$0.0171	\$0.0163	\$0.0120	\$0.0165	\$0.0468

July 1998
Historical Demand
Bell Atlantic/NYNEX Proposal

<u>7/1/98</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
Revenues						
Usage	\$1,134,976,882	\$12,382,742	\$55,308,629	\$162,946,676	\$432,196,985	\$7,545,260,968
PSL	\$227,050,063	\$3,568,150	\$11,754,850	\$28,132,931	\$88,434,165	\$2,134,015,878
EUCL	\$971,083,041	\$13,024,430	\$45,383,549	\$113,938,172	\$361,105,878	\$8,297,779,871
Sub Total	\$2,333,109,985	\$28,975,322	\$112,447,028	\$305,017,779	\$881,737,029	\$17,977,056,717
Other Interstate Access	\$319,137,939	\$4,546,626	\$17,872,863	\$60,072,634	\$159,924,692	\$4,466,017,465
Total Access	\$2,652,247,925	\$33,521,949	\$130,319,891	\$365,090,413	\$1,041,661,721	\$22,443,074,182
PC Reduction	\$70,799,226	\$894,836	\$3,478,765	\$9,745,740	\$27,806,165	\$601,088,746
TIC Reduction Complete	TIC Eliminated		TIC Eliminated		TIC Eliminated	
Universal Service Obligation						
Net USF Funding	\$129,701,916	\$1,864,258	\$4,308,946	\$18,639,444	\$51,510,583	\$1,104,603,500
Access Flowback	\$115,509,413	\$1,687,121	\$3,840,185	\$15,975,026	\$44,847,375	\$925,780,294
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.62
BFP	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.74
PSL						
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
Orig MOU	\$0.0340	\$0.0256	\$0.0315	\$0.0262	\$0.0291	\$0.0251
Term MOU	\$0.0198	\$0.0153	\$0.0177	\$0.0175	\$0.0177	\$0.0124
Average MOU Rate	\$0.0262	\$0.0199	\$0.0239	\$0.0214	\$0.0228	\$0.0183

July 1999
Historical Demand
Bell Atlantic/NYNEX Proposal

<u>7/1/99</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	Ameritech	BA	NYNEX	BS	SBC	PAC	USW	Citizens
Revenues								
Usage	\$557,629,988	\$618,976,406	\$1,262,034,438	\$796,765,548	\$401,961,529	\$379,396,810	\$636,235,406	\$50,186,447
PSL	\$305,490,739	\$442,035,309	\$441,990,027	\$536,014,326	\$356,834,395	\$187,588,219	\$376,519,976	\$18,377,316
EUCL	\$1,014,575,387	\$1,159,717,557	\$1,041,941,570	\$1,317,133,833	\$818,854,320	\$843,957,273	\$891,306,444	\$45,364,902
Sub Total	\$1,877,696,115	\$2,220,729,272	\$2,745,966,035	\$2,649,913,707	\$1,577,650,243	\$1,410,942,302	\$1,904,061,826	\$113,928,665
Other Interstate Access	\$619,044,297	\$771,809,058	\$571,714,659	\$695,879,636	\$606,483,661	\$382,585,168	\$511,559,747	\$18,698,873
Total Access	\$2,496,740,412	\$2,992,538,330	\$3,317,680,694	\$3,345,793,343	\$2,184,133,904	\$1,793,527,470	\$2,415,621,573	\$132,627,538
PC Reduction	\$66,648,101	\$79,882,953	\$88,562,318	\$89,312,759	\$58,303,369	\$47,876,503	\$64,482,711	\$4,845,947
TIC Reduction Complete	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation								
Net USF Funding	\$215,075,246	\$216,995,419	\$166,842,722	\$43,428,508	\$83,979,361	\$225,818,017	\$56,429,924	(\$48,909,091)
Access Flowback	\$172,015,971	\$168,571,279	\$141,307,082	\$36,997,518	\$66,576,619	\$198,237,416	\$46,360,160	(\$43,835,098)
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.37	\$5.94	\$6.14	\$6.14	\$6.14	\$5.19	\$6.14	\$6.14
MLB	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
BFP	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
PSL								
SL Res/Bus	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27
2nd Line/home	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54
MLB	\$3.28	\$3.55	\$3.55	\$3.55	\$3.55	\$2.88	\$3.55	\$3.55
Orig MOU	\$0.0102	\$0.0100	\$0.0319	\$0.0137	\$0.0122	\$0.0098	\$0.0128	\$0.0210
Term MOU	\$0.0102	\$0.0082	\$0.0144	\$0.0088	\$0.0092	\$0.0098	\$0.0104	\$0.0180
Average MOU Rate	\$0.0102	\$0.0090	\$0.0222	\$0.0110	\$0.0106	\$0.0098	\$0.0115	\$0.0194

July 1999
Historical Demand
Bell Atlantic/NYNEX Proposal

7/1/99						
	GTE	Aliant (Lincoln)	Frontier (Rochester)	SNET	Sprint	Total
Revenues						
Usage	\$731,777,961	\$11,362,953	\$42,061,437	\$139,766,212	\$247,107,204	\$5,743,108,617
PSL	\$405,297,766	\$0	\$12,157,894	\$50,398,264	\$148,053,617	\$3,280,757,848
EUCL	\$1,023,368,910	\$13,555,608	\$47,762,162	\$120,045,263	\$381,241,749	\$8,718,824,978
Sub Total	\$2,160,444,637	\$24,918,561	\$101,981,493	\$310,209,740	\$776,402,571	\$17,742,691,444
Other Interstate Access	\$341,477,595	\$4,864,890	\$19,123,964	\$64,277,718	\$171,119,420	\$4,466,017,465
Total Access	\$2,501,922,232	\$29,783,451	\$121,105,457	\$374,487,458	\$947,521,991	\$22,208,708,908
PC Reduction	\$72,533,351	\$913,052	\$3,560,873	\$9,996,585	\$28,471,907	\$615,390,430
TIC Reduction Complete	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$215,288,681)	(\$6,175,266)	(\$12,290,317)	\$15,827,575	(\$119,079,453)	\$622,653,964
Access Flowback	(\$191,376,885)	(\$5,572,923)	(\$10,931,957)	\$13,531,826	(\$103,477,984)	\$518,679,564
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$6.14	\$5.43	\$6.00	\$6.14	\$6.14	\$5.94
MLB	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.59
BFP	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.72
PSL						
SL Res/Bus	\$1.27	\$0.00	\$1.27	\$1.27	\$1.27	\$1.27
2nd Line/home	\$2.54	\$0.00	\$2.13	\$2.54	\$2.54	\$2.53
MLB	\$3.55	\$0.00	\$0.00	\$3.55	\$3.00	\$3.39
Orig MOU	\$0.0165	\$0.0150	\$0.0159	\$0.0224	\$0.0111	\$0.0146
Term MOU	\$0.0125	\$0.0150	\$0.0159	\$0.0129	\$0.0111	\$0.0103
Average MOU Rate	\$0.0143	\$0.0150	\$0.0159	\$0.0172	\$0.0111	\$0.0122

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Historical Demand
Bell Atlantic/NYNEX Proposal

<u>7/1/00</u>	<u>Summary</u>	<u>Scenario Modeled</u>	<u>Prod. Factor =</u>	<u>5.3%</u>					
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>	
Revenues									
Usage	\$587,501,215	\$652,292,535	\$1,006,517,184	\$704,200,910	\$423,547,873	\$400,432,285	\$651,553,819	\$49,276,601	
PSL	\$246,608,373	\$363,762,761	\$660,873,682	\$556,442,793	\$293,769,716	\$146,852,538	\$312,459,883	\$0	
EUCL	\$1,050,482,859	\$1,202,973,998	\$1,104,301,263	\$1,393,708,094	\$853,946,234	\$872,757,378	\$941,237,569	\$48,055,527	
Sub Total	\$1,884,592,446	\$2,219,029,294	\$2,771,692,129	\$2,654,351,797	\$1,571,263,823	\$1,420,042,201	\$1,905,251,271	\$97,332,128	
Other Interstate Access	\$662,377,398	\$825,835,692	\$611,734,685	\$744,591,210	\$648,937,518	\$409,366,130	\$547,368,930	\$20,007,794	
Total Access	\$2,546,969,844	\$3,044,864,986	\$3,383,426,814	\$3,398,943,008	\$2,220,201,341	\$1,829,408,331	\$2,452,620,201	\$117,339,922	
PC Reduction	\$67,988,928	\$81,279,763	\$90,317,348	\$90,731,538	\$59,266,155	\$48,834,309	\$65,470,354	\$3,583,727	
TIC Reduction Complete	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated				
Universal Service Obligation									
Net USF Funding	\$221,189,780	\$223,423,810	\$172,803,800	\$50,068,659	\$88,180,946	\$230,861,717	\$60,947,762	(\$48,640,539)	
Access Flowback	\$175,730,362	\$172,352,619	\$146,141,586	\$42,583,684	\$69,532,466	\$201,810,019	\$49,953,795	(\$43,548,817)	
Rates									
EUCL									
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.35	\$5.92	\$7.22	\$7.30	\$6.47	\$5.17	\$7.18	\$7.16	\$7.16
MLB	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16	\$7.16
BFP	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16	\$7.16
PSL									
SL Res/Bus	\$1.80	\$1.80	\$1.80	\$1.80	\$1.80	\$1.67	\$1.80	\$0.00	\$0.00
2nd Line/home	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$0.00
MLB	\$1.00	\$1.97	\$5.15	\$2.52	\$1.86	\$1.17	\$1.45	\$0.00	\$0.00
Orig MOU	\$0.0100	\$0.0081	\$0.0206	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178	\$0.0178
Term MOU	\$0.0100	\$0.0081	\$0.0142	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178	\$0.0178
Average MOU Rate	\$0.0100	\$0.0081	\$0.0171	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178	\$0.0178

July 2000
Historical Demand
Bell Atlantic/NYNEX Proposal

7/1/00						
	GTE	Aliant (Lincoln)	Frontier (Rochester)	SNET	Sprint	Total
Revenues						
Usage	\$678,690,859	\$11,991,615	\$44,636,376	\$121,935,916	\$261,129,747	\$5,402,308,919
PSL	\$200,420,665	\$0	\$0	\$64,162,712	\$0	\$2,845,353,123
EUCL	\$1,083,063,048	\$14,021,461	\$49,369,953	\$126,758,895	\$402,376,451	\$9,143,052,731
Sub Total	\$1,962,174,572	\$26,013,077	\$94,006,329	\$312,857,523	\$663,506,197	\$17,390,714,773
Other Interstate Access	\$365,381,027	\$5,205,433	\$20,462,641	\$68,777,159	\$183,097,780	\$4,466,017,465
Total Access	\$2,327,555,598	\$31,218,509	\$114,468,970	\$381,634,682	\$846,603,977	\$21,856,732,238
PC Reduction	\$67,740,168	\$810,004	\$3,278,749	\$10,187,373	\$25,597,998	\$615,086,416
TIC Reduction Complete	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$210,095,294)	(\$6,090,967)	(\$12,050,651)	\$16,501,619	(\$116,981,841)	\$670,118,800
Access Flowback	(\$186,531,889)	(\$5,478,438)	(\$10,677,295)	\$14,080,879	(\$101,471,750)	\$524,477,222
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$7.30	\$5.41	\$5.97	\$7.19	\$7.06	\$6.58
MLB	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.56
BFP	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.69
PSL						
SL Res/Bus	\$1.33	\$0.00	\$0.00	\$1.80	\$0.00	\$1.63
2nd Line/home	\$0.00	\$0.00	\$0.00	\$3.61	\$0.00	\$2.94
MLB	\$0.00	\$0.00	\$0.00	\$5.15	\$0.00	\$1.90
Orig MOU	\$0.0124	\$0.0148	\$0.0157	\$0.0135	\$0.0109	\$0.0108
Term MOU	\$0.0124	\$0.0148	\$0.0157	\$0.0127	\$0.0109	\$0.0100
Average MOU Rate	\$0.0124	\$0.0148	\$0.0157	\$0.0131	\$0.0109	\$0.0104