APPENDIX 2 TO NIM: ITR
(Interconnection Trunking Requirements)

1. INTRODUCTION

1.1 This Appendix sets forth terms and conditions for Interconnection provided by the applicable Incumbent Local Exchange Carrier (ILEC) and Competitive Local Exchange Carrier (CLEC).

1.2 This Appendix provides descriptions of the trunking requirements between CLEC and ILEC. Any references to incoming and outgoing trunk groups are from the perspective of CLEC. The paragraphs below describe the required trunk groups for Local Traffic, ISP-Bound Traffic, IntraLATA Toll Traffic, InterLATA "Meet Point" Feature Group D Traffic,and InterLATA Feature Group A Traffic.

2. DEFINITIONS

2.1 "Access Tandem Switch" is defined as a switching machine within the public switched telecommunications network that is used to connect and switch trunk circuits between and among End Office Switches for IXC (Inter-exchange Carrier) carried traffic and IntraLATA Toll Traffic in the ILEC

2.2 "End Office" or "End Office Switch" is a switching machine that directly terminates traffic to and receives traffic from end users purchasing local exchange services.

2.3 "IntraLATA Toll Traffic" or "IntraLATA Toll" is defined as traffic between one ILEC local calling area and the local calling area of another ILEC or LEC within one LATA within the respective state.

2.4 "IntraLATA Toll Trunk Group" is defined as a trunk group carrying IntraLATA Toll Traffic as defined above.

2.5 "ISP-Bound Traffic" is as defined in Appendix 3 to NIM: Compensation.

2.6 "Local Interconnection Trunk Groups" are two-way trunk groups used to carry Section 251(b)(5)/IntraLATA Toll Traffic between CLEC End Users and ILEC End Users.

2.7 "Local/IntraLATA Tandem Switch" is defined as a switching machine within the public switched telecommunications network that is used to connect and switch trunk circuits between and among subtending End Office Switches for Section 251(b)(5)/IntraLATA Toll Traffic.

2.8 "Local Only Tandem Switch" is defined as a switching machine within the public switched telecommunications network that is used to connect and switch trunk circuits between and among other End Office Switches for Local Traffic and ISP-Bound Traffic.

2.9 "Local Only Trunk Groups" are two-way trunk groups used to carry Local and ISP-Bound Traffic only.

2.10 "ESP Traffic Trunk Groups" are two-way trunk groups used to carry ESP Traffic only.

2.11 "Transit Traffic Trunk Groups" are two-way trunk groups used to carry Transit Traffic including but limited to Cellular traffic.

2.12 "Feature Group A Traffic Trunk Groups" are two-way trunk groups used to carry Feature Group A Traffic only.

2.13 "Local Tandem" refers to any Local Only, Local/IntraLATA, Local/Access or Access Tandem Switch serving a particular local calling area.

2.14 "Meet Point Trunk Group" carries traffic between CLEC's End Users and Interexchange Carriers (IXCs) via either party's Access or Local/Access Tandem Switches.

2.15 "Offers Service" is defined as when CLEC opens an NPA-NXX, including but not limited to a 500 NPA-NXX for ESP Traffic or an NPA-NXX of a third party carrier for a transit customer, ports a number to serve an End User or pools a block of numbers to serve End Users.

2.16 All traffic shall be categorized into one of the following types of traffic: § 251(b)(5)/IntraLATA Toll Traffic, ESP Traffic, FGA Traffic, InterLATA Interexchange FGD Traffic, and Cellular/Transit Traffic.

2.17 (a) In order to effectuate the compensation terms arbitrated between the parties, each traffic type shall have a corresponding trunk group provisioned at the POI. As a result there shall be the following five trunk groups:

1) Section 251(b)(5)/IntraLATA Toll Combined Trunks;
2) ESP Traffic Trunks;
3) Feature Group A Jointly Provided Access Trunks
4) Feature Group D Meet Point Billing Trunks; and
5) Cellular/Transit Trunks

2.18 Section 251(b)(5)/IntraLATA Toll Traffic' shall mean for purposes of this Attachment, (i) Local Traffic, (ii) ISP-Bound Traffic, (iii) Optional EAS traffic, (iv) FX traffic, (v), IntraLATA Toll Traffic originating from an end user obtaining local dialtone from CLEC where CLEC is both the Local Traffic and intraLATA toll provider, and/or (vi) IntraLATA Toll Traffic originating from an end user obtaining local dialtone from ILEC where ILEC is both the Local Traffic and intraLATA toll provider.

2.19 " Enhanced Service Provider" or "ESP" is a provider of enhanced services as those services are defined in 47 C.F.R. Section 64.702.

2.20 "ESP Traffic" is telecommunications traffic for which (1) one party to this Agreement provides service to an ESP, (2) the ESP elects to be treated as an ESP rather than as an IXC, (3) the ESP has a POP in the AT&T Texas local calling area in which the calling or called end user served by AT&T Texas is located, (4) the traffic is routed through that POP, and (5) the ESP provides an enhanced service for the traffic.

3. ONE-WAY AND TWO-WAY TRUNK GROUPS

3.1 CLEC shall issue Access Service Requests (ASRs) for two-way Local Only Trunk Groups, Local Interconnection Trunk Groups,-Meet Point Trunk Groups, and all other trunk groups as described in this Appendix 2 to NIM including but not limited to those described above in 2.17(a). CLEC shall issue ASRs for one-way trunk groups originating at CLEC's switch. ILEC shall issue ASRs for one-way trunk groups originating at the ILEC switch.

3.2 Trunk groups for ancillary services (e.g. OS/DA, BLVI, High Volume Call In, and E911) and Meet Point Trunk Groups can be established between CLEC's switch and the appropriate ILEC Tandem Switch as further provided in this Appendix ITR.

3.3 Two-way Trunk Groups can be established between CLEC's switch and an ILEC Local Tandem or End Office Switch as described in this Appendix. Two-way Local Only Trunk Groups can be established between CLEC's switch and an ILEC Local Tandem. These trunk

groups will utilize Signaling System 7 (SS7) or multi-frequency (MF) signaling protocol, with SS7 signaling preferred whenever possible.

4. TANDEM TRUNKING AND DIRECT END OFFICE TRUNKING

4.1 ILEC deploys in its network Local Only Tandem Switches, Local/IntraLATA Tandem Switches Local/Access Tandem Switches and Access Tandem Switches. In addition ILEC deploys Tandems that switch ancillary traffic such as E911 (E911 Tandem or E911 Selective Routing Tandem), Operator Services/ Directory Assistance (OS/DA Tandem), and Mass Calling (choke Tandem).

4.2 If CLEC Offers Service in a LATA in which there is no AT&T Local Tandem, CLEC shall establish Local Interconnection Trunk Groups to each ILEC End Office Switch in that LATA in which it Offers Service. CLEC shall establish Local Only or Local Interconnection Trunk Groups to all Local Tandems in the local exchange area in which CLEC Offers Service. If there are no Local Tandems in the local exchange area in which CLEC Offers Service in the ILEC CLEC shall establish a Local Interconnection Trunk Group to each ILEC End Office Switch in that local exchange area in which CLEC Offers Service. CLEC shall route appropriate traffic (i.e. only traffic to End Offices that subtend that Local Tandem) to the respective ILEC Local Tandem on the trunk groups defined below. ILEC shall route appropriate traffic to CLEC switches on the trunk groups defined below.

4.3 Direct End Office Trunk Group(s) (DEOTs) transport Section 251(b)(5)/IntraLATA Toll Traffic between CLEC's switch and an ILEC End Office which and are not switched at a Local Tandem location. CLEC shall establish a two-way Direct End Office Trunk Group when actual or projected End Office Section 251(b)(5)/IntraLATA Toll Traffic requires twenty-four (24) or more trunks. Once provisioned, traffic from CLEC to ILEC must be redirected to route first to the DEOT with overflow traffic alternate routed to the appropriate ILEC Local Tandem. If an ILEC End Office does not subtend an ILEC Local Tandem, a direct final Direct End Office Trunk Group will be established by CLEC, and there will be no overflow of Section 251(b)(5)/IntraLATA Toll Traffic.

4.4 All traffic received by ILEC on the DEOT from CLEC must terminate in the End Office, i.e. no Tandem switching will be performed in the End Office. Where End Office functionality is provided in a Remote End Office Switch of a host/remote configuration, CLEC shall establish the DEOT at the host switch. The number of digits to be received by the ILEC End Office shall be mutually agreed upon by the Parties. This trunk group shall be two-way.

4.5 Trunk Configuration

4.5.1 Trunk Configuration – ILEC

4.5.1.1 Where available and upon the request of the other Party, each Party shall cooperate to ensure that its trunk groups are configured utilizing the Bipolar 8 Zero Substitution Extended Super Frame (B8ZS ESF) protocol for 64 kbps Clear Channel Capability (64CCC) transmission to allow for ISDN interoperability between the Parties' respective networks. Trunk groups configured for 64CCC and carrying Circuit Switched Data (CSD) ISDN calls shall carry the appropriate Trunk Type Modifier in the CLCI-Message code. Trunk groups configured for 64CCC and not used to carry CSD ISDN calls shall carry a different appropriate Trunk Type Modifier in the CLCI-Message code.

4.5.1.2 Any ILEC switch incapable of handling 64CCC traffic will require that Local Interconnection Trunk Groups be established at those switches using Alternate Mark Inversion (AMI).

5. TRUNK GROUPS

5.1 When CLEC Offers Service in a Local Exchange Area or LATA, the following trunk groups shall be used to exchange various types of traffic between CLEC End Users and ILEC End Users.

5.2 Local Only and Local Interconnection Trunk Group(s) in each Local Exchange Area: ILEC.

5.2.1 A two-way Local Only Trunk Group shall be established between CLEC's switch and each ILEC Local Only Tandem Switch in the local exchange area. Inter-Tandem switching is not provided.

5.2.2 A two-way Local Interconnection Trunk Group shall be established between CLEC switch and each ILEC Local/IntraLATA Tandem Switch and each Local/Access Tandem Switch in the local exchange area. Inter-Tandem switching is not provided.

5.2.3 ILEC reserves the right to initiate a one-way IntraLATA Trunk Group to CLEC in order to provide Tandem relief when a community of interest is outside the local exchange area in which CLEC is interconnected.

5.2.4 Where traffic from CLEC switch to an ILEC End Office is sufficient (24 or more trunks), a Local Interconnection Trunk Group shall also be established to the ILEC End Office.

5.2.5 A Local Interconnection Trunk Group shall be established from CLEC switch to each ILEC End Office in a local exchange area that has no Local Tandem. This trunk group shall be established as a direct final.

5.2.6 When ILEC has a separate Local Only Tandem Switch(es) in the local exchange area, and a separate Access Tandem Switch that serves the same local exchange area, a two-way IntraLATA Toll Trunk Group shall be established to the ILEC Access Tandem Switch. In addition a two-way Local Only Trunk Group(s) shall be established from CLEC's switch to each ILEC Local Only Tandem Switch.

5.2.7 Each Party shall deliver to the other Party over the Local Only and/or Local Interconnection Trunk Group(s) only such traffic that originates and terminates in the same local exchange area.

5.3 Direct End Office Trunking

5.3.1 The Parties shall establish Direct End Office Trunk Groups for the exchange of Section 251(b)(5)/IntraLATA Toll Traffic where actual or projected traffic demand is or will be twenty-four (24) or more trunks.

5.4 Meet Point Trunk Group:

5.4.1 IXC carried traffic shall be transported between the party's switches over a Meet Point Trunk Group separate from Section 251(b)(5)/IntraLATA Toll Traffic. The Meet Point Trunk Group will be established for the transmission and routing of exchange access traffic between either party's End Users and IXCs connected to the other party.

5.4.2 Meet Point Trunk Groups shall be provisioned as two-way and will utilize SS7 signaling, except multifrequency ("MF") signaling will be used on a separate Meet Point Trunk Group to complete originating calls to switched access customers that use MF FGD signaling protocol.

5.4.3 When ILEC has more than one Access or Local/Access Tandem Switch in a local exchange area or LATA, CLEC shall establish a Meet Point Trunk Group to every ILEC Access or Local/Access Tandem Switch where CLEC has homed its NXX code(s).

5.4.4 Neither party will block switched access customer traffic delivered to its Access Tandem Switch or Local/Access Tandem Switch for completion on the other party's

network. The Parties understand and agree that Meet Point trunking arrangements are available and functional only to/from switched access customers who directly connect with any ILEC Access Tandem Switch or Local/Access Tandem Switch that CLEC's switch subtends in each LATA, or who directly connect to CLEC's tandem switch. In no event will ILEC be required to route such traffic through more than one of its tandem switches for connection to/from switched access customers. Neither party shall have responsibility to ensure that any switched access customer will accept traffic directed to the switched access customer.

5.4.5 CLEC shall provide all SS7 signaling information including, without limitation, charge number and originating line information ("OLI"). For terminating FGD, ILEC will pass all SS7 signaling information including, without limitation, CPN if it receives CPN from FGD carriers. All privacy indicators will be honored. Where available, network signaling information such as transit network selection ("TNS") parameter, carrier identification codes ("CIC") (CCS platform) and CIC/OZZ information (non-SS7 environment) will be provided by CLEC wherever such information is needed for call routing or billing. The Parties will follow all OBF adopted standards pertaining to TNS and CIC/OZZ codes.

5.5 800/(8YY) Traffic: ILEC

5.5.1 If CLEC chooses ILEC to handle 800/(8YY) database queries from its switches, all CLEC originating 800/(8YY) traffic will be routed over the Meet Point Trunk Group. This traffic will include a combination of both Interexchange Carrier (IXC) 800/(8YY) service and CLEC 800/(8YY) service that will be identified and segregated by carrier through the database query handled through the ILEC Access or Local/Access Tandem Switch.

5.5.2 All originating Toll Free Service 800/(8YY) calls for which CLEC requests that ILEC perform the Service Switching Point ("SSP") function (e.g. perform the database query) shall be delivered using GR-394 format over the Meet Point Trunk Group. Carrier Code "0110" and Circuit Code (to be determined for each LATA) shall be used for all such calls.

5.5.3 CLEC may handle its own 800/(8YY) database queries from its switch. If so, CLEC will determine the nature (local/intraLATA/interLATA) of the 800/(8YY) call based on the response from the database. If the query determines that the call is a local or IntraLATA 800/(8YY) number, CLEC will route the post-query local or IntraLATA converted ten-digit local number to ILEC over the Local Interconnection Trunk Group. In such case, CLEC is to provide an 800/(8YY) billing record when appropriate. If the query reveals the call is an InterLATA 800/(8YY) number, CLEC will route the post-query inter-LATA call (800/(8YY) number) directly from its switch for carriers interconnected with its network or over the Meet Point Trunk Group to carriers not directly connected to its network but are connected to ILEC' Access or Local/Access Tandem Switch. Calls will be routed to ILEC over the Local Only and/or Local Interconnection Trunk Groups or Meet Point Trunk Groups within the LATA in which the calls originate.

5.5.4 All post-query Toll Free Service 800/(8YY) calls for which CLEC performs the SSP function, if delivered to ILEC, shall be delivered using GR-394 format over the Meet Point Trunk Group for calls destined to IXCs, or shall be delivered by CLEC using GR-317 format over the Local Only and/or Local Interconnection Trunk Group for calls destined to End Offices that directly subtend the tandem.

6.0 Trunking for transit service

6.1 Unless the parties agree otherwise, ILEC and CLEC shall establish one or more separate trunk groups for the transmission and routing of Transit Traffic when either party provides transit service between the other party's end users and a third party carrier's end user (e.g. Competitive Local Exchange Carrier, Incumbent Local Exchange Carrier or Commercial Mobile Radio Service Provider) using its tandem switch.

6.2 In order to effectuate the creation of Transit Trunks, the parties agree to follow the same guidelines as described for 251(b)(5)/IntraLATA Toll Trunks except where the concept of 251(b)(5)/IntraLATA Toll exist it shall be replaced by "Transit Traffic" and where concept of "End User" exists it shall be replaced by CLEC Customer where appropriate. Specifically the parties shall use 3.1, 3.3, 4.2, 4.3, 4.4, 4.5, 5.1, 5.2, 5.3, and 5.5 above and 10.0 below to create transit trunk groups in the same manner as the parties contemplate the creation of 251(b)(5)/IntraLATA TollTunk groups. This specifically includes AT&T Routing NPA-NXX codes to CLEC transit customers where such a customer does not have a direct connection to AT&T.

7.0 Trunking for ESP Traffic:

7.1 ILEC and CLEC shall establish one or more separate trunk groups for traffic routed from CLEC to ILEC that CLEC classifies as ESP Traffic (ESP Traffic Trunk).

7.2 CLEC shall not pass traffic over an ESP Traffic Trunk unless the traffic qualifies as ESP Traffic.

7.3 In order to effectuate the creation of ESP Trunks, the parties agree to follow the same guidelines as described for 251(b)(5)/IntraLATA Toll Trunks except where the concept of 251(b)(5)/IntraLATA Toll exist it shall be replaced by "ESP Traffic" and where concept of "End User" exists it shall be replaced by an CLEC ESP Customer where appropriate. Specifically the parties shall use 3.1, 3.3, 4.2, 4.3, 4.4, 4.5, 5.1, 5.2, 5.3, and 5.5 above and 10.0 below to create ESP trunk groups in the same manner as the parties contemplate creation of 251(b)(5)/IntraLATA TollTunk groups. This specifically includes AT&T Routing 5YY NPA-NXX codes such as 500, 533 and 544 CLEC assigns to its ESP customers.

7.4 Audits

7.4.1 ILEC may initiate an audit to determine whether the traffic classified by CLEC as ESP Traffic actually qualifies as ESP Traffic under the terms of this Agreement (ESP Traffic Audit).

7.4.2 An ESP Traffic Audit shall be conducted by an independent, third party entity (Auditor).

7.4.3 ILEC may initiate no more than one ESP Traffic Audit per year.

7.4.4 Each party shall bear its own costs for an ESP Traffic Audit. If, however, an ESP Traffic Audit determines that more than 10% of the traffic classified by

CLEC as ESP Traffic does not qualify as ESP Traffic, then CLEC shall reimburse ILEC' reasonable costs for that ESP Traffic Audit.

7.4.5 If CLEC fails to establish that an ESP Customer qualifies as a provider of enhanced services as defined by FCC Rule 64.702(a), then traffic routed to or from that customer shall not be considered ESP Traffic.

7.4.6 If CLEC fails to establish that traffic passed over an ESP Traffic Trunk qualifies as ESP Traffic, then that traffic shall not be considered ESP Traffic.

7.4.7 CLEC shall provide the Auditor with:

a. the physical address, where available, and V&H coordinates for each ESP customer's POP through which ESP Traffic is routed;
b. reasonable access to CLEC's premises;
c. information establishing whether a physical connection exists between CLEC and an ESP customer's POP;
d. information regarding the services provided by a CLEC ESP customer; and
e. any other information reasonably requested by the Auditor to determine whether the traffic qualifies as ESP Traffic.

7.4.8 If an ESP Traffic Audit determines that traffic classified by CLEC as ESP Traffic does not qualify as ESP Traffic, then CLEC must compensate ILEC for that traffic according to the ICA's compensation provisions for the applicable traffic type.

7.4.8.1 CLEC shall also pay ILEC interest on the difference between the amount originally paid by CLEC and the amount due according to the ICA's compensation provisions for the applicable traffic type. The interest shall be accrue from the original bill due date until the appropriate amount is paid. The interest rate shall be the lesser of (i) the rate used to compute the late payment charge in the ILEC intrastate access services tariff and (ii) the highest rate of interest that may be charged under Applicable Law.1

7.4.9 The parties and the Auditor shall ensure that confidential information is protected consistent with applicable law.

8. Feature Group A (FGA) Trunk Groups

8.1 A separate two way "FGA" trunk group shall be established in each Lata where the parties establish Interconnection.

8.2 FGA Calls will not require a CIC or ACTL. Calls will not require "valid CPN" since this is an access service and access rating applies without regard to NPA NXX.

9. TRUNK FORECASTING RESPONSIBILITIES:

9.1 CLEC agrees to provide an initial forecast for all trunk groups described in this Appendix ITR. ILEC shall review this trunk forecast and provide any additional information that may

impact the trunk forecast information provided by CLEC. Subsequent trunk forecasts shall be provided on a semi-annual basis, not later than January 1 and July 1 in order to be considered in the semi-annual publication of the ILEC General Trunk Forecast. Parties agree to the use of Common Language Location Identification (CLLI) coding and Common Language Circuit Identification for Message Trunk coding (CLCI-MSG) which is described in TELCORDIA TECHNOLOGIES documents BR795-100-100 and BR795-400-100 respectively. Inquiries pertaining to use of TELCORDIA TECHNOLOGIES Common Language Standards and document availability should be directed to TELCORDIA TECHNOLOGIES at 1-800-521-2673.

9.2 The semi-annual forecasts shall include:

9.2.1 Yearly forecasted trunk quantities for all trunk groups required in this Appendix for a minimum of three (current plus 2 future) years; and

9.2.2 A description of major network projects anticipated for the following six months. Major network projects include trunking or network rearrangements, shifts in anticipated traffic patterns, orders greater than four (4) DS1s, or other activities that are reflected by a significant increase or decrease in trunking demand for the following forecasting period.

9.2.3 The Parties shall agree on these forecasts to ensure efficient trunk utilization. For forecast quantities that are in dispute, the Parties shall make all reasonable efforts to develop a mutually agreeable forecast.

9.2.4 Orders for trunks that exceed forecasted quantities for forecasted locations will be accommodated as mutually agreed to by the Parties. Parties shall make all reasonable efforts and cooperate in good faith to develop alternative solutions to accommodate these orders.

9.3 CLEC shall be responsible for forecasting two-way trunk groups. ILEC shall be responsible for forecasting the one-way trunk groups terminating to CLEC and CLEC shall be responsible for forecasting the one-way trunk groups terminating to ILEC, unless otherwise specified in this Appendix.

9.4 Each Party shall provide a specified point of contact for planning and forecasting purposes.

10. TRUNK DESIGN BLOCKING CRITERIA:

10.1 Trunk requirements for forecasting and servicing shall be based on the blocking objectives shown in Table 1. Trunk requirements shall be based upon time consistent average busy season busy hour twenty (20) day averaged loads applied to industry standard Neal-Wilkinson Trunk Group Capacity algorithms (using Medium day-to-day Variation and 1.0 Peakedness factor until actual traffic data is available).

TABLE 1

Trunk Group Type	Design Blocking Objective
Local Interconnection Trunk Group - Direct End Office (Primary High)	ECCS*
Local Interconnection Trunk Group - Direct End Office (Final)	2%
IntraLATA Toll Trunk Group (Local/Access or Access Tandem Switch)	1%
Local Interconnection Trunk Group (Local Tandem)	1%
Meet Point (Local/Access or Access Tandem Switch)	0.5%
E911	1%
Operator Services (DA/DACC)	1%
Operator Services (0+, 0-)	1%
Busy Line Verification/Emergency Interrupt	1%

*During implementation the Parties will mutually agree on an Economic Centum Call Seconds (ECCS) or some other means for the sizing of this trunk group.

11. TRUNK SERVICING:

11.1 Orders between the Parties to establish, add, change or disconnect trunks shall be processed by using an Access Service Request (ASR). CLEC will have administrative control for the purpose of issuing ASRs on two-way trunk groups.

11.2 Both Parties will jointly manage the capacity of Local Only, Local Interconnection, and Meet Point Trunk Groups. Both Parties may send a Trunk Group Service Request (TGSR) to the other Party to trigger changes to the Local Only, Local Interconnection, and Meet Point Trunk Groups based on capacity assessment. The TGSR is a standard industry support interface developed by the Ordering and Billing Forum of the Carrier liaison Committee of the Alliance for Telecommunications Solutions (ATIS) organization. TELCORDIA TECHNOLOGIES Special Report STS000316 describes the format and use of the TGSR. Contact TELCORDIA TECHNOLOGIES at 1-800-521-2673 regarding the documentation availability and use of this form.

11.3 Utilization: Utilization shall be defined as Trunks Required as a percentage of Trunks In Service.

11.3.1 In A Blocking Situation (Over-utilization)

11.3.1.1 In a blocking situation, CLEC is responsible for issuing ASRs on all two-way Local Only, Local Interconnection and Meet Point Trunk Groups and one-way CLEC originating Local Only and/or Local Interconnection Trunk Groups to reduce measured blocking to design objective blocking levels based on analysis of trunk group data. If an ASR is not issued, ILEC will issue a TSGR. CLEC will issue an ASR within three (3) business days after receipt and review of the TGSR. CLEC will note "Service Affecting" on the ASR.

11.3.1.2 In a blocking situation, ILEC is responsible for issuing ASRs on one-way AT&T originating Local Only and/or Local Interconnection Trunk Groups to reduce measured blocking to design objective blocking levels based on analysis of trunk group data. If an ASR is not issued, CLEC will issue a TSGR. ILEC will issue an ASR within three (3) business days after receipt and review of the TGSR.

11.3.1.3 If an alternate final Local Only Trunk Group or Local Interconnection Trunk Group is at seventy-five percent (75%) utilization, a TGSR is sent to CLEC for the final and all subtending high usages that are contributing any amount of overflow to the alternate final route.

11.3.1.4 If a direct final Meet Point Trunk Group is at seventy-five percent (75%) utilization, a TGSR shall be sent to CLEC.

11.3.2 Underutilization

11.3.2.1 Underutilization of Local Only Trunk Groups, Local Interconnection Trunk Groups and Meet Point Trunk Groups exists when provisioned capacity is greater than the current need. Those situations where more capacity exists than actual usage requires will be handled in the following manner:

11.3.2.1.1 If a Local Only Trunk Group, Local Interconnection Trunk Group or a Meet Point Trunk Group is under seventy-five percent (75%) of CCS capacity on a monthly average basis, for each month of any three (3) consecutive months period, either Party may request the issuance of an order to resize the Local Only Trunk Group, Local Interconnection Trunk Group or the Meet Point Trunk Group, which shall be left with not less than twenty-five percent (25%) excess

capacity. In all cases, grade of service objectives shall be maintained.

11.3.2.1.2 Either party may send a TGSR to the other Party to trigger changes to the Local Only Trunk Groups, Local Interconnection Trunk Groups or Meet Point Trunk Groups based on capacity assessment. Upon receipt of a TGSR, the receiving Party will issue an ASR to the other Party within twenty (20) business days after receipt of the TGSR.

11.3.2.1.3 Upon review of the TGSR, if a Party does not agree with the resizing, the Parties will schedule a joint planning discussion within the twenty (20) business days. The Parties will meet to resolve and mutually agree to the disposition of the TGSR.

11.3.2.1.4 If ILEC does not receive an ASR, or if CLEC does not respond to the TGSR by scheduling a joint discussion within the twenty (20) business day period, ILEC will attempt to contact CLEC to schedule a joint planning discussion. If CLEC will not agree to meet within an additional five (5) business days and present adequate reason for keeping trunks operational, ILEC reserves the right to issue ASRs to resize the Local Only Trunk Groups, Local Interconnection Trunk Groups, or Meet Point Trunk Groups.

11.3.3 Trunk Servicing – Exceptions

11.3.3.1 The Parties will process trunk service requests submitted via a properly completed ASR within ten (10) business days of receipt of such ASR unless defined as a major project. Incoming orders will be screened by ILEC trunk engineering personnel for reasonableness based upon current utilization and/or consistency with forecasts. If the nature and necessity of an order requires determination, the ASR will be placed in held status, and a Joint Planning discussion conducted. Parties agree to expedite this discussion in order to minimize delay in order processing. Extension of this review and discussion process beyond two days from ASR receipt will require the ordering Party to Supplement the order with proportionally adjusted Customer Desired Due Dates. Facilities must also be in place before trunk orders can be completed.

11.4 Projects require the coordination and execution of multiple orders or related activities between and among ILEC and CLEC work groups, including but not limited to the initial establishment of Local Only, Local Interconnection or Meet Point Trunk Groups and service in an area, NXX code moves, re-homes, facility grooming, or network rearrangements.

11.4.1 Orders that comprise a project, i.e. greater than four (4) DS1s, shall be submitted at the same time, and their implementation shall be jointly planned and coordinated.

11.5 Projects-Tandem Rehomes/Switch Conversion/Major Network Projects

11.5.1 ILEC will advise CLEC of all projects significantly affecting CLEC trunking. Such Projects may include Tandem Rehomes, Switch Conversions and other major network changes. An Accessible Letter with project details will be issued at least 6 months prior to the project due dates. ILEC will follow with a Trunk Group Service Request (TGSR) approximately 4 to 6 months before the due date of the project. A separate TGSR will be issued for each CLEC trunk group and will specify the required CLEC ASR issue date. Failure to submit ASR(s) by the required date may result in ILEC ceasing to deliver traffic until the ASR(s) are received and processed.

12. TRUNK DATA EXCHANGE:

12.1 The Parties agree to exchange traffic data on two-way trunk groups and to implement such an exchange within three (3) months of the date that two-way trunking is established and the trunk groups begin passing live traffic, or another date is agreed to by the Parties.

12.2 Exchange of traffic data enables each Party to make accurate and independent assessments of trunk group service levels and requirements. The Parties may agree to establish a timeline for implementing an exchange of traffic data utilizing the DIXC process via a Network Data Mover (NDM) or FTP computer to computer file transfer process. Implementation shall be within three (3) months of the date, or such date as agreed upon, that the trunk groups begin passing live traffic. The traffic data to be exchanged will be the Originating Attempt Peg Count, Usage (measured in Hundred Call Seconds), Overflow Peg Count, and Maintenance Usage (measured in Hundred Call Seconds on a seven (7) day per week, twenty-four (24) hour per day, fifty-two (52) weeks per year basis). The Parties agree that twenty (20) business days is the study period duration objective. However, on occasion a study period may be less than twenty (20) business days but at minimum must be at least three (3) business days to be utilized for engineering purposes, although with less statistical confidence. For AT&T originated one-way, or for any two-way trunk groups, these reports can be made available weekly upon request.

12.3 A trunk group utilization report (TIKI) is available upon request. The report is provided in an MS-Excel format.

13. NETWORK MANAGEMENT:

13.1 Restrictive Controls

13.1.1 Either Party may use protective network traffic management controls such as 7-digit and 10-digit code gaps set at appropriate levels on traffic toward each other's network, when required, to protect the public switched network from congestion due to facility failures, switch congestion, or failure or focused overload. CLEC and ILEC will immediately notify each other of any protective control action planned or executed.

13.2 Expansive Controls

13.2.1 Where the capability exists, originating or terminating traffic reroutes may be implemented by either Party to temporarily relieve network congestion due to facility failures or abnormal calling patterns. Reroutes will not be used to circumvent normal trunk servicing. Expansive controls will only be used when mutually agreed to by the Parties.

13.3 Mass Calling

13.3.1 CLEC and ILEC shall cooperate and share pre-planning information regarding cross-network call-ins expected to generate large or focused temporary increases in call volumes.