Verizon New England Inc.
d/b/a Verizon Massachusetts

Commonwealth of Massachusetts

D.T.E. 01-20 (Part A-A)

REQUEST: Compliance Filing

DATED: April 11, 2003

ITEM: CF Request-1 The local and toll common transport rates that appear in Verizon's cost summary spreadsheet (Book 1, tab 2a, page 4) and the rates that appear in Verizon's compliance tariff pages (Part M, Section 2, page 13) are different.

Verizon references in its cost summary spreadsheet Part C-2B (Book 3), which contains the common transport summary of costs. Part C-2B shows a local common transport rate of $0.000306 and a toll common transport rate of $0.000328. These two figures appear in the cost summary, but not Verizon's submitted tariff pages. Instead, the compliance tariff shows the rate for unbundled local common transport as $0.000786 and the rate for unbundled toll common tandem transport as $0.000967 (see Part M, Section 2, page 13).

Please remedy this apparent discrepancy in the next filing, or, if we have misinterpreted, please explain as soon as possible.

REPLY: The unbundled local and toll common transport rates, $0.000786 and $0.000967 respectively, shown in Part M, Section 2, page 13, of Verizon MA's compliance tariff differ from the compliance cost filing (Book 1, tab 2a, page 4) in that they are composite (or blended) rates. The development of composite common transport rates is required, because Verizon MA is unable to determine the specific routing of each individual interoffice local or toll call carried on its network, i.e., whether a particular call at any particular time is directly routed from end office to end office or routed through a tandem switch.

Composite transport rates reflect the blending of compliance filing costs for tandem switching, shared tandem trunk ports, and common

REPLY: CF Request-1 (cont'd)

transport; to which the shared end office trunk port is added. For the calculation of the unbundled local common transport composite rate, 5 percent of local traffic is estimated to route via a tandem switch while the remaining 95 percent of that local traffic is estimated to route directly between end offices. For the calculation of the unbundled toll common transport composite rate, 20 percent of intraLATA toll traffic is estimated to route via a tandem switch while the remaining 80 percent of that intraLATA toll traffic is estimated to route directly between end offices. The calculation of these composite rates is attached.

VZ-CF# 1