

Qwest Issue Number	Autotel Issues Issue Number	Issue	Qwest Position	Autotel Position
1	1	Trunking between the local & access tandem switches	Does not provide facilities trunking between tandem access and local tandems. Will Would have to reconfigure its network to comply with Autotel request.	Qwest is specifically required to separate local and toll. Is not asking Qwest to reconfigure its network.
2	6	Type 1 – Is Autotel required to Connect connect to at least one end office in the EAS/Local Calling Area.	Yes— Needed. Type 1 interconnection requires use of Qwest switch and numbers. Connection to at least one end office is needed to implement local number portability.— Also needed and to route traffic properly. Qwest states that only Failure to do so will also result in customer confusion and dissatisfaction. Only one number is needed for LNP.	CMRS switch is only capable of delivering traffic to one calling area. Qwest says need two numbers for LNP
3	8	What is definition of “non-local traffic” for LEC/CMRS interconnection? ”?	Easton Pg. 3 Qwest Definition & Autotel Definition Non-local traffic should include calls involving	Easton pg 3 also 51.701 – A call, which at the beginning of the call, originates and terminates in different

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			<u>three carriers, the originating and terminating LECs and an IXC even if within MTA so that access charges apply to them as required by law.</u>	MTAs.
4	2	Concerns whether or not Qwest can refuse to provide <u>Limiting interoffice facilities used for interconnection to 50 miles where capacity is near exhaust or facilities not available. If so under what conditions. If dispute, should it be submitted to Commission?</u>	If dedicated transport is greater than 50 miles and existing facilities are <u>near exhaust or</u> not available. Qwest and parties are unable to reach agreement, the dispute may refuse <u>be brought to modify its network as long as it the Commission. This is does not discriminate the language approved in 271 process.</u>	Per 251(c)2&3 Qwest is required to provide the facilities for interconnection for the transmission & routing. Qwest must modify its existing network facilities at its expense to accommodate the requests of competitors. Then states in testimony that is not requesting Qwest to modify its network.
5	3	Reciprocal compensation credit	Qwest proposes to compensate Autotel by applying a credit to the next month bill's bill. <u>Autotel's concern that the</u>	Fears that Qwest will only pay reciprocal compensation when traffic is greater than Autotel's billing to Qwest.

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			<p><u>bill will not accommodate a credit is unrealistic. Qwest's language is standard for wireless interconnection agreements throughout Qwest's region.</u></p>	<p>Autotel needs to be able to bill Qwest so it may receive the compensation it is entitled to.</p>
6		<p>Reciprocal Compensation Credit- one-time charges, ancillary service charges, transit traffic excluded from reciprocal compensation</p>	<p>Proposed new language which excludes from reciprocal compensation <u>Reciprocal compensation should not apply to one-time charges, ancillary service charges, transit traffic and Qwest products with own contractual terms.</u> Reciprocal Compensation to be paid only for the exchange of local traffic <u>Language is standard in all Qwest wireless interconnection agreements.</u></p>	<p>Autotel rejects language. No comments in testimony.</p>
7		<p>Miscellaneous charges for testing and service interruptions – State Access Tariff</p>	<p>Wants to use words that reference to the Access Tariff</p>	<p>Wants the tariffed words in the Interconnection</p>

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			rather than putting the full Access Tariff in the Intereconnection Agreement <u>interconnection agreement.</u>	Agreement. Does not want a reference to the Access Tariff. No Testimony on this subject.
8	5	Negotiation of Mid-span meet POI	Qwest believes that a mid-span meet should be negotiated and that the mid span meet is of mutual benefit to both parties. <u>Qwest's language was approved by Commission in 271 process and complies with standard industry practice.</u>	The ordering procedure should not be any different than if Qwest where building to an Autotel switch. If Qwest would prefer to share the total cost of meet-point interconnection instead of each party constructing facilities to the meet point it should make a proposal to Autotel
9	7	MF Signaling	Qwest now uses out of band signaling (SS7) but will provide MF <u>Wink Start</u> signaling for customers <u>Type 1 interconnection</u> if requested. Qwest does not offer DTMF or dial <u>Dial pulse</u> <u>Pulse</u>	Does not use MF signaling. Some switches are not capable. For Type 1 uses Dial Pulse or DTMF signaling. Claims that Qwest offers DTMF in Oregon. Therefore,

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			<p>signaling to its own users. Tariff <u>states customers except to grandfathered customers</u> “if available”.</p> <p>Qwest states Autotel must use BFR (<u>Bona Fide Request</u>) process to request DTMF or Dial Pulse signaling.</p>	<p>should offer in Utah.</p>
10		Trunking for Type 2 interconnection – Single Point of Presence	<p>Qwest is proposing that <u>proposes to put</u> Type 2 <u>SPOP in the</u> interconnection meets <u>agreement for</u> the needs <u>benefit</u> of Autotel. Allows physical POI for toll and local for all end offices. <u>Autotel appears to want the special service, but is unwilling to agree to the terms and conditions required for the service.</u></p>	<p>Not mentioned in testimony. New Issues</p>
11	4	UNEs	<p>Qwest is not required to <u>will provide UNEs and</u> combine UNEs <u>in accordance with</u></p>	<p>Technically feasible for Qwest to combine UNEs so that Autotel may use the</p>

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			<p><u>applicable law and the approved SGAT.</u> Autotel can <u>combine</u> wants <u>UNE</u>s by collocating <u>Autotel would have to negotiate a separate agreement for Collocation, but does not want terms and conditions on provision of UNEs approved in 271 process.</u></p>	<p>elements to provide a telecommunication service.</p> <p>No testimony on this issue.</p>
12		BFR language to replace outdated NIUER language	<p>Qwest proposes to replace outdated NIURER language with new BFR (BONA FIDE REQUEST PROCESS) language.</p>	<p>No testimony on this subject. New Issues.</p>
13	9	Construction Charges	<p>Qwest would engineer <u>Construction charges apply only in limited situations and quote job and bill</u> Autotel are not applicable to mid-span meet or construction of interconnection facilities <u>Qwest is obligated to</u></p>	<p>Parties would jointly engineer the job. Both would quote the job. The lowest cost would be responsible for the work. Qwest would be responsible for 50% of the cost or the cost to the exchange boundary</p>

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			<p><u>provide under applicable law. The construction charges at issue are based on Autotel discretionary requests beyond those obligations.</u></p>	<p>whichever is less. Autotel would be responsible for 50% or the cost to the exchange boundary whichever is greater.</p>
<p><u>14</u></p>		<p><u>Payment</u></p>	<p><u>The purpose of Qwest's proposed language is to be consistent with using credits for Reciprocal Compensation as provided in issue 5.</u></p>	<p><u>No testimony filed. New Issue</u></p>
<p><u>15</u></p>		<p><u>Rates – Appendix A</u></p>	<p><u>Autotel's proposed rate sheets are not consistent with the wireless interconnection agreement. They come from the wireline SGAT. The rate table should be consistent with the terms and conditions in the interconnection agreement.</u></p>	<p><u>No testimony filed. New Issue</u></p>

14		Payment	Pg 15 Brotherson— Qwest Autotel did not reach agreement. Not on petition. Autotel requesting a hybrid form of SPOP for type 1 interconnection.	No testimony filed. New Issue
15		Rates—Appendix A	Pg 16— Brotherson— collecting and paying for calls to each others end users.	No testimony filed. New Issue

