

ISSUES MATRIX

Autotel/Qwest

Issue No.	Contract Provision	Topic	Autotel Position	Qwest Position/Proposed Language	Autotel Issue No.
1	IV.A.3.a.i and ii UNRESOLVED	Limitation of trunking between tandems both Local and Access.	Qwest is specifically required to interconnect at the trunk interconnection points of a tandem switch for the transmission and routing of telephone exchange traffic, exchange access, or both. Separate local and toll traffic. Autotel is not asking Qwest to reconfigure its network to support Access Tandem to Access Tandem and Access Tandem to Local Tandem switching.	Qwest is not required to reconfigure its network to transport traffic for Autotel between local calling areas without compensation. Therefore, Autotel is required to establish a connection to each Qwest Access Tandem serving landline customers to which it wishes its customers to be able to terminate calls or from which calls may be originated to its customers. These provisions are included in other wireless interconnection agreements approved by the Commission. The proposed language is: i. Traffic may not be exchanged between Local Tandems and Access Tandems as there is not inter-tandem trunking between them. ii. Local traffic may not be sent to one Access Tandem for termination to another Access Tandem as there is not inter-tandem trunking between them for delivery of EAS/Local and Local Calling Area traffic.	1
2	1V.A.3.e UNRESOLVED	Type 1 Interconnection: Connecting to at least	Per 251 c(2)(B) Qwest is not specific on how issuing multiple numbers to a Autotel customer will implement LNP	Qwest is not required to transport calls from Autotel customers in one local calling area to any customers in another	6

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		one end office in the EAS/Local Calling Area	better than issuing only one number. Autotel is not aware of any Type 1 CMRS switch that is capable of delivering traffic to more than one end office. It is technically feasible to interconnect to only one end office and for Qwest to transport and terminate calls to and from another end office in a different Qwest local calling area. The local calling areas of a CMRS carrier and a LEC are different. Autotel does not have to conform its local calling area to Qwest's.	local calling area. In addition, Qwest may not assign numbers associated with one wire center to customers in the area served by another wire center. These provisions are included in other Type 1 wireless interconnection agreements approved by the Commission. The proposed language is: Autotel shall establish Type 1 trunk groups to at least one Qwest End Office in each of the EAS/Local Calling Areas where Autotel provides service. Type 1 interconnection may be accomplished through the provision of an analog DS0 or a DS1 Qwest provided Entrance Facility. Type 1 is an intraLATA/intrastate final route trunk group between an Autotel's switch and a Qwest End Office Switch.	
3	IV.C.4 UNRESOLVED	Non-Local Traffic Definition and Local Traffic.	51.701, A call which at the beginning of the call, originates and terminates in different MTAs is non-local traffic.	Whenever an IXC is involved in a call, the call is non-local whether within an MTA or not. The proposed language is: Non-Local Traffic is InterMTA, Roaming, and/or Jointly Provided Switched Access traffic. Non-Local Traffic includes, but is not limited to, traffic originated by one Party, carried by an IXC, and terminated by the other Party. Reciprocal Compensation does	8

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				not apply to Non-Local Traffic. For convenience, the location of the initial cell site when a call begins shall be used as the determinant of the geographic location of the mobile customer.	
4	IV.H.3 UNRESOLVED	Limiting interoffice facilities to 50 miles when capacity is near exhaust or facilities do not exist	Qwest is obligated to provide the facilities and equipment for interconnection for the transmission and routing of telephone exchange service, exchange access and for network access to unbundled elements per 251-c(2)&(3). Qwest cannot avoid these obligations by agreeing not to discriminate between carriers. Nor does Qwest's obligations to provide dedicated transport end at 50 miles. Qwest must modify its existing network facilities at its expense to accommodate the requests of competitors such as Autotel.	This issue was litigated and resolved in the 271 process. The following proposed language consistent with that resolution is: If Direct Trunked Transport is greater than fifty (50) miles in length, and existing facilities are not available in either Party's network, and the Parties have not been able to resolve the issue through mid-point arrangements, and the Parties cannot agree as to which Party will provide the facility, the Parties may bring the matter before the Commission for resolution on an Individual Case Basis.	2
5	IV.I.2 Issue #5 and #14 UNRESOLVED	Reciprocal Compensation Credit method of billing	51.703 Qwest is required to establish reciprocal compensation arrangements for the transport and termination of telecommunications traffic with Autotel. Under Qwest credit method, Autotel would only be compensated if Qwest's billing to Autotel was greater than Autotel's billing to Qwest. Autotel	Qwest has proposed the following language to address Autotel's concerns: IV.I.2.a. A Party providing two-way dedicated facilities will pay the other Party the rate set forth in Exhibit A less 50%. Qwest will use its Reciprocal Compensation Credit Method of Billing to calculate the rate described above if	3

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			needs to be able to bill Qwest so it may receive the compensation it is entitled to.	Qwest is providing the two-way facility to Autotel based on the following criteria. 2.a.1. The Reciprocal Compensation Credit for two-way dedicated facility charges provided by Qwest shall be based on the rates listed on Exhibit A for three components: the Entrance Facility, Dedicated Transport (Mileage) and Multiplexing. The sum of these charges will be reduced by a factor of .50 (fifty percent) as a credit to reflect that the traffic on these facilities is relatively balanced. The two-way facility charges and the facilities credit will appear on the current month's bill to Autotel.	
6	IV.I.3 RESOLVED	Reciprocal compensation credit cont'd		The agreed changes to Qwest's proposed interconnection agreement are: IV.I.3. Delete IV.C.3.d. Reciprocal Compensation does not apply to Transit Traffic. IV.J. Miscellaneous Charges Reciprocal Compensation does not apply to Miscellaneous Charges. IV.M. Testing Reciprocal Compensation does not apply to Testing.	Not addressed in Autotel's Petition

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7	IV.J. and V.H.4 RESOLVED Autotel agreed to use Qwest Access Tariff in language.	Miscellaneous Charges, Testing and Service Interruptions		The agreed change to Qwest's proposed interconnection agreement is: J. Miscellaneous Charges Cancellation charges will apply to cancelled Type 1 and Type 2 trunk orders, based upon critical dates, terms and conditions in accordance with Exhibit A and the Trunk Nonrecurring Charges referenced in this Agreement.	
8.	V.B RESOLVED Qwest and Autotel have agreed to specific language.	Mid-Span Meet POI		The agreed change to Qwest's proposed interconnection agreement is: A Mid-Span Meet POI is a negotiated Point of Interface, requiring new construction by Qwest and is limited to the Interconnection of facilities between one Party's Switch and the other Party's Switch. The actual physical Point of Interface and facilities used will be subject to negotiations between the Parties. Each Party will be responsible for its portion of the build to the Mid-Span Meet POI. These Mid Span Meet POIs will consist of facilities used for the Provisioning of one or two way Type 2 and Jointly Provided Switched Access Interconnection trunks, as well as Ancillary trunks such as, OS, DA, and 911 trunk groups.	5

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9	V.E.4 UNRESOLVED	DTMF Signaling	Autotel position wants various kinds of DTMF signaling. Qwest only offers Wink Start. Proposes, based on Sprint, latest generation of switching equipment has the capability of providing DTMF and pulse signaling.	As noted in response to issue 1, Qwest is not required to reconfigure its network to serve CLECs or wireless providers. DTMF and pulse signaling are outmoded technologies no longer being provided to new Qwest customers. They may be provided to Autotel if requested and available, but only in accordance with the Special Request Process, which does not have a nonrecurring charge.	7
10	V.F.9/ Appendix D UNRESOLVED <u>Relates to Issue #1.</u>	Trunking for Type 2 Interconnections: Single Point of Presence (SPOP)	Autotel advocates Type I interconnection. Did not address the Qwest original proposed language for Type II and therefore one would assume that Autotel feels it is not necessary	See Qwest position on Issue 1. Qwest proposes to address Autotel's concern with its Single Point of Presence option which is included in other wireless interconnection agreements approved by the Commission. Qwest's proposed language is: Type II Interconnection: Single Point of Presence (SPOP) a. Single Point of Presence (SPOP) in the LATA is a Local Interconnection Service Interconnection trunking option that allows WSP to Establish one physical point of presence in the LATA in Qwest's Territory. Qwest and WSP may then exchange traffic at the SPOP utilizing trunking as described following.	Not addressed in Autotel's Petition

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				<p>b. By utilizing SPOP in the LATA, WSP can deliver both Exchange Access (IntraLATA Toll Non-IXC) and Jointly Provided Switched Access (InterLATA and IntraLATA IXC) traffic and Exchange Service EAS/Local traffic at Qwest's Access Tandem Switches. WSP can also utilize Qwest's behind the tandem infrastructure to terminate traffic to specific end offices. The SPOP is defined as the WSP's physical point of presence.</p> <p>c. SPOP in the LATA includes an Entrance Facility (EF), Expanded Interconnect Channel Termination (EICT), or Mid Span Meet POI and Direct Trunked Transport (DTT) options available at both a DS1 and DS3 Capacity.</p> <p>d. Where there is a Qwest local tandem serving an end office that WSP intends to terminate traffic, the following conditions apply:</p> <ul style="list-style-type: none">i. WSP may interconnect for the exchange of Qwest local/EAS traffic at either the Qwest access tandem or the Qwest local tandem, at the WSP's option. When WSP is interconnected at the access tandem and where there would be	
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				<p>a DS1's worth of local traffic (512 CCS) between WSP's switch and a Qwest local tandem or a Qwest end office subtending the Qwest access tandem, WSP will order a direct trunk group to that Qwest Local tandem or end office.</p> <ol style="list-style-type: none">1. Qwest will allow interconnection for the exchange of Qwest local traffic at Qwest's access tandem without requiring interconnection at the local tandem, at least in those circumstances when traffic volumes do not justify direct connection to the local tandem.2. When a WSP has an NXX that subtends a local tandem, but the anticipated traffic to and from the NXX is less than 1 DS1s (512 CCS) worth of traffic, the WSP may choose to use the access tandem for local traffic in the circumstances described above in 1.3.1. The WSP will be required to submit an electronic letter on WSP letterhead to Qwest stating at which local tandems they will not interconnect. This letter should include, the local tandem CLLI(s) and the WSP specific NPA-NXXs for the local tandems. In addition, WSP will provide a revised electronic letter to	
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				<p>Qwest of any changes in the network configuration or addition/deletions of NPA-NXXs of the aforementioned local tandems.</p> <ul style="list-style-type: none">ii. Connections to a Qwest local tandem may be two-way or one-way trunks. These trunks will carry Exchange Service EAS/Local traffic only.iii. A separate trunk group to the Qwest access tandem is necessary for the exchange of non-local Exchange Access (IntraLATA Toll Non-IXC) traffic and jointly Provided Switched Access (InterLATA and IntraLATA IXC) traffic. <p>e. Where there is no Qwest local tandem serving a Qwest end office, WSP may choose from one of the following options:</p> <ul style="list-style-type: none">i. A two-way WSP Type 2 trunk group to the Qwest access tandem for WSP traffic terminating to, originating from, or passing through the Qwest network that combines Exchange Service EAS/ Local, Exchange Access (IntraLATA Toll Non-IXC) and Jointly Provided Switched Access (InterLATA and IntraLATA IXC) traffic.ii. A two-way WSP Type 2 trunk group to the Qwest access tandem for	
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				<p>WSP Jointly Provided Switched Access (InterLATA and IntraLATA IXC) Traffic terminating to and originating from the IXC Feature Group (FG) A/B/D network through the Qwest network and an additional two-way trunk Group to the Qwest access tandem for the combined Exchange Service EAS/Local and Exchange Access (IntraLATA Toll Non-IXC) traffic terminating to, originating from, and transiting the Qwest network.</p> <p>1. If the WSP uses two way trunking, Qwest will send all Exchange Service EAS/Local, Exchange Access (IntraLATA Toll Non-IXC) and Jointly Provided Switched Access (InterLATA and IntraLATA IXC) traffic delivered to the Qwest access tandem on the same combined trunk.</p> <p>iii. A one-way terminating WSP Type 2 trunk group to the Qwest access tandem for WSP traffic destined to or through the Qwest network that combines Exchange Service EAS/Local, Exchange Access (Intra LATA Toll Non-IXC) and Jointly Provided Switched Access (InterLATA and IntraLATA IXC) traffic.</p> <p>iv. WSP may utilize a one-way Type 2 trunk group to the Qwest access tandem</p>	
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				<p>for Jointly Provided Switched Access (InterLATA and IntraLATA IXC) traffic terminating to the IXC FG A/B/D network through the Qwest Network, and an additional one-way trunk group to the Qwest access tandem for the combined Exchange Service EAS/ Local, Exchange Access (IntraLATA Toll Non-IXC) traffic terminating to, originating from, and transiting the Qwest network.</p> <p>1. If WSP orders either of the above one-way trunk options, Qwest will return the traffic via one combined Exchange Service EAS/ Local, and Exchange Access (IntraLATA Toll Non-IXC) trunk group.</p> <p>v. To the extent Qwest combines Exchange Service (EAS/Local), Exchange Access (IntraLATA Toll carried solely by Local Exchange Carriers), and Jointly Provided Switched Access (InterLATA and IntraLATA Calls exchanged with a third-party IXC) traffic on a single trunk Group, Qwest, at WSP's request, will declare a percent local use factor (PLU). Such PLU(s) will be verifiable with either call summary records utilizing Calling Party Number information for jurisdictionalization or</p>	
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				<p>call detail samples. WSP should apportion per minute of use (MOU) charges appropriately.</p> <p>f. Qwest assumes WSP will be originating traffic destined for end users served by each Qwest access tandem in the LATA, therefore, WSP must order Type 2 trunking to each Qwest access tandem in the LATA to accommodate routing of this traffic. Additionally, when there is more than one Qwest access tandem within the LATA boundary, the WSP must order Type 2 trunking to each Qwest access tandem that serves its end-user customers' traffic to avoid call blocking. Alternatively, should the WSP accept the conditions as outlined in the SPOP Waiver (Exhibit A), trunking will not be required to each Qwest access tandem in a multi-access tandem LATA. The WSP needs trunking to each local tandem where they have a customer base if not utilizing the option of interconnecting at the access tandem for local as described in 1.3.1.</p> <p>The 512 CCS rule and other direct trunking requirements will apply for direct trunking to Qwest end offices.</p> <p>g. If Direct Trunked Transport is greater</p>	
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				<p>than 50 miles in length, and existing facilities are not available in either Party's network, and the Parties cannot agree as to which Party will provide the facility, the Parties will construct facilities to a mid-point of the span.</p> <p>h. WSP will provide notification to all Co-Providers in the local calling areas of WSP's change in routing when the WSP chooses to route its traffic in accordance with Qwest's SPOP interconnection trunking.</p> <p>i. Ordering</p> <p> i. SPOP in a LATA will be ordered based upon the standard ordering process for the type of facility chosen. See the Qwest Interconnection and Resale Resource Guide for further ordering information.</p> <p> ii. WSP will issue ASRs denoting change activity for existing trunk groups converting to SPOP trunk groups in the same LATA.</p> <p> iii. SPOP elements, such as EF; DTT; EICT; and multiplexing will be billed in accordance with the interconnection agreement (see Exhibit A).</p> <p style="text-align: center;">Appendix D SINGLE POINT OF PRESENCE</p>	
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				<p style="text-align: center;">WAIVER</p> <p>Qwest will waive the requirement for WSP to connect to each Qwest Access Tandem in the LATA with this waiver amendment.</p> <p>WSP certifies that it will not originate any traffic destined for subtending offices of Qwest's Access Tandems for which WSP seeks a waiver. Or, if WSP does originate such traffic, that WSP will route such traffic to a Non-Qwest network. In addition, WSP certifies that it has no end users in the serving area of the Qwest Access Tandem for which WSP seeks a waiver.</p> <p>WSP will send an electronic letter to Qwest indicating the Qwest access tandems subject to this waiver at the time of ordering trunks required to implement SPOP in the LATA. In addition, WSP will provide a revised electronic letter to Qwest advising of any changes in the network configuration of the aforementioned access tandems. Should WSP desire to begin serving end users in the serving area of a Qwest access tandem currently under this waiver, WSP must first establish trunking to the Qwest access tandem. Additionally, should</p>	
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				<p>WSP desire to originate traffic destined to a Qwest end office subtending a Qwest access tandem currently under this waiver, WSP must first establish trunking to the Qwest access tandem. Should this traffic occur, the Parties agree to meet within forty-five (45) days of Qwest's identification of such misrouted traffic to discuss methods for avoiding future misrouting on that trunk group or groups. WSP will then have thirty (30) days from the date of meeting to correct such misrouting on that trunk group or groups. If further misrouting occurs or continues after that date on the same trunk group or groups as the original misrouting identified, the Parties agree to meet again within thirty (30) days of Qwest's identification of such misrouted traffic to discuss methods for avoiding future misrouting on that trunk group or groups. WSP will then have thirty (30) days from the date of meeting to correct such misrouting. If further misrouting occurs or continues after that date on the same trunk group or groups, Qwest will consider this waiver null and void and all requirements in Attachment 1 or in the existing Interconnection Agreement</p>	
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				currently in effect between the Parties will be reinstated. If the parties disagree about whether the traffic identified by Qwest was actually misrouted, the Parties agree to avail themselves of the dispute resolution provision of their interconnection agreement.	
11	VII UNRESOLVED	UNEs to be used for interconnection	Autotel believes they have a right to UNEs at any technical feasible location w/o language (terms, conditions and maybe rates) under which Qwest offers UNEs and that Collocation is not required for combining UNEs. Even with the new laws Qwest is obligated to combine the loop and dedicated transport network elements for Autotel for the purpose of interconnection.	Qwest will provide nondiscriminatory access to the unbundled network elements and (UNEs) and UNE combinations in accordance with applicable law. In accordance with ¶ 365 of the Triennial Review Order, Qwest is not obligated to provide dedicated transport between a wireless carrier's switch and Qwest's switch or between portions of the wireless carrier's own network. In addition, loops and network interface devices are to be used to serve end users, not to connect components of Autotel's network. If Autotel requests provision of appropriate UNEs, Qwest will provide them in accordance with the terms and conditions of its SGAT approved by the Commission.	4
12	XVI				Not addressed in

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	RESOLVED The parties agreed to remove both NIUER and BFR language from agreement.				Autotel's Petition
13	XX RESOLVED The parties agreed to remove the construction language from the agreement.	Construction Charges			9
14	XXII.D. RESOLVED Relates to Issue #5 Language was rewritten and both parties agree to new language.	Payment		The agreed change to Qwest's interconnection agreement is: XXII.D.1 Amounts payable under this Agreement are due and payable within thirty (30) days after the date of invoice. Billing and collection of usage charges by either Party from its customers shall have no bearing on the amount or timeliness of either Party's payment obligation to the other Party.	Not addressed by Autotel BDE Error Code: 3303 Native Error Code: 0s Petition

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15	Appendix A RESOLVED Parties have agreed that the only rates included in Appendix A will be for elements the terms and conditions for which are included in agreement.	Rates			Not addressed by Autotel's Petition
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