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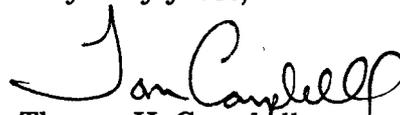
Jerry Rudibaugh, Chief Hearing Officer
Arizona Corporation Commission
1200 W. Washington Street
Phoenix, Arizona 85007

Re: MCImetro Access Transmission Services, Inc. and US West
Communications, Inc.
Docket No. U-3175-96-479

Dear Mr. Rudibaugh:

Enclosed are four copies of a revised Attachment IV to the Interconnection Agreement filed on Tuesday, November 12. Please replace this revised Attachment IV in the previously filed copies. We have filed a copy of the revised Attachment IV with Docket Control and hand-delivered a copy to US West.

Very truly yours,


Thomas H. Campbell

THC/lld
Enclosures
cc w/encl.: 

Timothy Berg, Esq.

Arizona Corporation Commission
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ATTACHMENT IV

INTERCONNECTION

Section 1. Local Interconnection Trunk Arrangement

A. One-way and two-way trunks. Interconnection will be provided via either one-way or two-way trunks.

1.1 The parties shall initially reciprocally terminate local exchange traffic and IntraLATA/InterLATA toll calls originating on each other's networks as follows:

1.1.1 There shall be no restrictions on traffic types carried. Until the access structure is revised, to accommodate non-segregated traffic, pursuant to rules promulgated by the FCC or state commissions, two-way trunk groups will be established wherever practical, based upon MCI's request. Exceptions to this provision will not be based on technical infeasibility, but will be based on billing, signaling and network requirements. For example, exceptions include billing requirements - switched access vs. Local traffic, (1) signaling requirements - MF vs. SS7, (2) network requirements - directory assistance traffic to TOPS tandems, and (3) one-way trunks for 911/E911. The following is the current list of traffic types that require separate trunk groups, unless otherwise specifically stated in this Agreement.

- a. IntraLATA toll and interLATA switched access trunks
- b. EAS/local trunks
- c. Directory Assistance trunks
- d. 911/E911 trunks
- e. Operator services trunks
- f. Transit toll to other providers
- g. Transit local to other providers
- h. Commercial Mobile Radio Service/Wireless traffic

1.1.2 Separate trunk groups will be established connecting MCI's switch or MCI's operator service center to USWC's operator service center for operator-assisted busy line interrupt/verify. For

traffic from the USWC network to MCI for Operator Services, USWC will provide one trunk group per LATA served by the local USWC switch.

1.1.6 It is recognized by the parties that there is no technical requirement to segregate local and interexchange traffic. Further, it shall be incumbent upon USWC to prove that a request for a revised traffic combination is technically infeasible.

1.2 Interconnection Point

1.2.1 "Interconnection Point" or "IP" means the physical point that establishes the technical interface, the test point, and the operational responsibility hand-off between MCI and USWC for the local interconnection of their networks.

1.2.2 MCI shall designate at least one IP in the LATA in which MCI originates local traffic and interconnects with USWC. MCI will be responsible for engineering and maintaining its network on its side of the IP. MCI will be responsible for implementing and maintaining its network on its side of the IP. USWC will be responsible for implementing and maintaining its network on its network on its side of the IP. If and when the parties choose to interconnect at a Meet Point, MCI and USWC will jointly provision the fiber optic facilities that connect the two networks and shall proportionately share the financial and other responsibilities for the facility based on the reasonably negotiated Meet Point percentage.

1.2.2.1 USWC will provide Interconnection at any technically feasible point subject to negotiations between the parties; such points may include, but are not limited to, a Meet Point, the line side distribution frame of the local switch, the trunks side distribution frame of the local switch, trunk interconnection points of the tandem switch, central office cross-connect points, and signaling transfer points necessary to exchange traffic and access call related databases.

1.2.2.2 Within three (3) business days of MCI's request for any IP, USWC shall provide any information in its possession or available to it regarding the environmental conditions of the IP route or location including, but not limited to, the existence and condition of asbestos, lead paint, hazardous substance contamination, or radon. Information is considered "available" under this Agreement if

it is in USWC's possession, or the possession of a current or former agent, contractor, employee, lessor, or tenant of USWC's.

1.2.2.3 USWC shall allow MCI to perform any environmental site investigations, including, but not limited to, asbestos surveys, MCI deems to be necessary in support of its collocation needs.

1.2.2.4 If interconnection is complicated by the presence of environmental contamination or hazardous materials, and an alternative route is available, USWC shall make such alternative route available for MCI's consideration.

1.3 Interconnection may be accomplished through either virtual or physical collocation. The terms and conditions under which collocation will be available are described in Attachment V herein.

1.4 Quality of Interconnection

USWC will not, for the purpose of interconnection, provide to MCI less favorable terms and conditions than it provides itself or any other party or in a manner less efficient than it would impose on itself or any other party. The quality of interconnection will be at least equal to that USWC provides to itself or any other party. To the extent that MCI requests higher or lower quality interconnection, MCI agrees to use the Bona Fide Request Process.

1.5 Upon the request for specific point to point routing, USWC will make available to MCI information indicating the location and technical characteristics of USWC's network facilities. The following alternatives are negotiable: a DS1 or DS3 entrance facility, where facilities are available (where facilities are not available and USWC is required to build, special construction charges may apply); Virtual Collocation; Physical Collocation; and negotiated Meet Point facilities. Each party is responsible for providing its own facilities up to the Meet Point. The parties will negotiate the facilities arrangement between their networks.

Section 2. Compensation Mechanisms

2.1 Interconnection Point (POI)

2.1.1 Each party is responsible for bringing their facilities to the IP.

2.2 Compensation for Call Traffic Transport and Termination

2.2.1 The IP determines the point at which the originating carrier shall pay the terminating carrier for the completion of that traffic. The following compensation elements shall apply:

2.2.1.1 "Transport", which includes the transmission and any necessary tandem switching of local telecommunications traffic from the interconnection point between the two carriers to the terminating carrier's end-office switch that directly serves the called end-user.

2.2.1.2 "Termination", which includes the switching of local telecommunications traffic at the terminating carrier's end office switch.

2.3 When an MCI subscriber places a call to USWC's subscriber, MCI will hand off that call to USWC at the IP. Conversely, when USWC hands over local traffic to MCI for MCI to transport and terminate, USWC must use the established IP.

2.4 MCI may designate an IP at any technically feasible point including but not limited to any electronic or manual cross-connect points, collocations, telco closets, entrance facilities, and mid-span meets. The transport and termination charges for local traffic flowing through an IP shall be as follows:

2.4.1 When calls from MCI are terminating on USWC's network through the USWC tandem, MCI will pay to USWC transport charges from the IP to the tandem for dedicated or common transport. MCI shall also pay a charge for tandem switching, dedicated or common transport to the end office (with mileage calculated as the weighted average of all end offices subtending that tandem), and end-office termination.

2.4.2 When USWC terminates calls to MCI's subscribers using MCI's switch, USWC shall pay to MCI transport charges from the IP to the MCI Switching Center for dedicated or common transport. USWC shall also pay to MCI a charge symmetrical to its own charges for tandem switching, tandem-to-end-office transport, and end office termination as identified in Section 2.4.1.

2.4.3 MCI may choose to establish direct trunking to any given end office. If MCI leases trunks from USWC, it shall pay charges for dedicated or common transport. For calls terminating from MCI to subscribers served by these directly-trunked end offices,

MCIm shall also pay an end-office termination. For USWC traffic terminating to MCIm over the direct end office trunking, compensation payable by USWC shall be the same as that detailed in Section 2.4.2 above.

Section 3. Signaling

3.1 Signaling protocol. The parties will interconnect their networks using SS7 signaling as defined in GR-317 and GR-394 including ISDN User Part ("ISUP") for trunk signaling and Transaction Capabilities Application Part ("TCAP") for CCS-based features in the interconnection of their networks. All appropriate industry standards for signaling interoperability will be followed.

3.2 The parties will provide CCS to each other in conjunction with all trunk groups supporting local, transit, and toll traffic. The parties will cooperate on the exchange of TCAP messages to facilitate full interoperability of CCS-based features between their respective networks, including all CLASS features and functions. All CCS signaling parameters will be provided including automatic number identification (ANI), originating line information (OLI), calling party category, charge number, etc. For terminating FGD, each party will pass CPN if it receives CPN from FGD carries. All privacy indicators will be honored. Where available, network signaling information such as Transit Network Selection ("TNS") parameter (CCS platform) and CIC/OZZ information (non-CCS environment) will be provided by the parties wherever such information is needed for calling routing or billing. The parties will follow all appropriate industry standards pertaining to TNS and CIC/IZZ codes.

3.4 Standard interconnection facilities shall be Extended Superframe (ESF) with B8ZS line code. Where ESF/B8ZS is not available, MCIm will agree to using other interconnection protocols on an interim basis until the standard ESF/B8ZS is available. USWC will provide anticipated dates of availability for those areas not currently ESF/B8ZS compatible.

3.4.1 Where MCIm is unwilling to utilize an alternate interconnection protocol, MCIm will provide USWC an initial forecast of 65 Kbps Clear Channel Capability ("64K CCC") trunk quantities within thirty days of the Effective Date of this Agreement (consistent with the forecasting agreements between the parties.) Upon receipt of this forecast, the parties will begin joint planning for the engineering, procurement, and installation of the designated 64K CCC Local Interconnection Trunk Groups, and the associated B8ZS Extended Super Frame ("ESF") facilities, for the purpose of transmitting 64K CCC data calls between MCIm and USWC.

Where additional equipment is required, such equipment would be obtained, engineered, and installed on the same basis and with the same intervals as any similar growth job for IXC, MCI, or USWC internal customer demand for 64K CCC trunks. Where technically feasible, these trunks will be established as two-way.

Section 4. Network Servicing

4.1 TRUNK FORECASTING:

The parties agree that during the first year of interconnection, joint forecasting and planning meetings will take place no less frequently than once per quarter.

4.1.1 The parties shall establish joint forecasting responsibilities for traffic utilization over trunk groups. Intercompany forecast information must be provided by the parties to each other four (4) times a year. The quarterly forecasts shall include forecasted requirements for each trunk groups identified in Paragraph ___ of this Section. In addition, the forecast shall include, for tandem-switched traffic, the quantity of tandem-switched traffic forecasted for each subtending end office. The parties recognize that, to the extent historical traffic data can be shared between the parties, the accuracy of the forecasts will improve. Forecasts shall be for a minimum of three (current and plus-1 and plus-2) years and include:

a) The use of Common Language Location Identifier (CLLI-MSG), which are described in Bellcore documents BR 795-100-100 and BR 795-400-100; and

b) A description of major network projects anticipated for the following six (6) months that could affect the other party. Major network projects include trunking or network rearrangements, shifts in anticipated traffic patterns, or other activities that are reflected by a significant increase or decrease in trunking demand for the following forecasting period. This planning will include the issues of network capacity, forecasting and compensation calculation, where appropriate.

4.1.1.1 If forecasts vary significantly:

4.1.1.1.1 If the parties are unable to reach such a reconciliation, the Local Interconnection Trunk Groups shall be provisioned to the higher forecast. At the end of

three (3) months, the utilization of the Local Interconnection Trunk Groups will be reviewed and if the average CCS utilization for the third month is under seventy-five percent (75%) of capacity, either party may issue an order to resize the trunk group, which shall be left with not less than twenty-five percent (25%) excess capacity.

4.1.1.1.2 If the parties agree on the original forecast and it is subsequently determined that a trunk group is under seventy-five percent (75%) of CCS capacity on a monthly-average basis for each month of any three-month period, either party may issue an order to resize the trunk group, which shall be left with not less than twenty-five percent (25%) excess capacity. In all cases, grade of service objectives identified in this Agreement shall be maintained.

4.1.2 Each party shall provide a specified point of contact for planning, forecasting and trunk servicing purposes.

4.1.3 Trunking can be established to tandems or end offices or a combination of both via either one-way or two-way trunks. Trunking will be at the DS-0 level, DS-1 level, DS-level, or any other technically feasible lever, subject to network disclosure requirements of the FCC. Initial trunking will be established between the MCI switching centers and USWC's access tandem(s). The parties will utilize direct end office trunking under the following conditions:

4.1.3.1 Tandem exhaust - If a tandem through which the parties are interconnected is unable to, or is forecasted to be unable to, support additional traffic loads for any period of time, the parties will mutually agree on an end office trunking plan that will alleviate the tandem capacity shortage and ensure completion of traffic between MCI and USWC subscribers.

4.1.3.2 Traffic volume - The parties shall install and retain direct and office trunking sufficient to handle actual or reasonably forecast traffic volumes, whichever is greater, between an MCI switching center and a USWC end office where the local traffic exceeds or is forecasted to exceed 512 CCS at the busy hour.

4.1.3.3 Mutual agreement - The parties may install direct and office trunking upon mutual agreement in the absence of conditions (1) or (2) above and agreement will not unreasonably be withheld.

4.2 GRADE OF SERVICE:

4.2.1 A blocking standard of one percent (1%) during the average busy hour, as defined by each party's standards, for final trunk groups between an MCI end office and an USWC access tandem carrying meet point traffic shall be maintained. All other final trunk groups are to be engineered with a blocking standard of one percent (1%). Direct end office trunk groups are to be engineered with a blocking standard of one percent (1%).

4.3 TRUNK SERVICING:

4.3.1 Orders between the parties to establish, add, change or disconnect trunks shall be processed by use of an Access Service Request ("ASR"), or another industry standard eventually adopted to replace the ASR for local service ordering.

4.3.2 As discussed in this Agreement, both parties will jointly manage the capacity of Local Interconnection Trunk Groups. USWC's [Trunk Servicing Group] will send a Trunk Group Service Request ("TGSR"), or another industry standard eventually adopted to replace the TGSR, to MCI to trigger changes USWC desires to make to the Local Interconnection Trunk Groups based on USWC's capacity assessment. MCI will issue an ASR to USWC:

4.3.2.1 within ten (10) business days after receipt of the TGSR upon review of and in response to USWC's TGSR, or

4.3.2.2 at any time as a result of MCI's own capacity management assessment, to begin the provisioning process. The standard interval used for the provisioning of Local Interconnection Trunk Groups shall be determined by the customer desired due date, but in no event shall it be longer than ten (10) working days. Where the installation of Local Interconnection Trunk Groups is required within a time that is shorter than the standard interval, the parties will make all reasonable efforts and cooperate in good faith to ensure that the mutually agreed upon due date is met.

4.3.3 Orders that comprise a major project may be submitted at the same time, in which case their implementation shall be jointly planned and coordinated. Major projects are those that require the coordination and execution of multiple orders or related activities between and among USWC and MCI work groups, including but not limited to the initial establishment of Local Interconnection or Meet Point trunk groups and service in an area, NXX code moves, re-homes, facility grooming, or network rearrangements.

4.3.4 Escalation Procedures

MCI and USWC agree to exchange escalation lists which reflect contact personnel including vice president-level officers. These lists shall include name, department, title, phone number, and fax number for each person. MCI and USWC agree to exchange an up-to-date list on a quarterly basis.

4.4 TRUNKING REQUIREMENTS:

4.4.1 USWC agrees to provide designed interconnection facilities that meet the industry standard for technical criteria and service standards, such as probability of blocking in peak hours and transmission standards.

4.4.2 Trunk group connections will be made at a DS1 or multiple DS1 level for exchange of EAS/local, intraLATA toll, wireless/Commercial Mobile Radio Service, ancillary services and switched access traffic. Ancillary service trunk groups will be made below a DS1 level, as mutually agreed upon between the parties based on forecasted volumes.

4.4.3 Where Common Channel Signaling (CCS) is not available, in-band multi-frequency ("MF") wink start signaling will be provided. This MF arrangement will require a separate Local Trunk Circuit between MCI's switch and USWC tandems. As referenced in Technical Pub. TR-314 and TR394.

4.5 SERVICE INTERRUPTIONS:

4.5.1 Standards and procedures for notification of trunk disconnects will be jointly developed by the parties within ninety (90) days of the effective date of this Agreement. Neither party shall be expected to maintain active status for a trunk disconnected by the other party for an extended or indefinite period of time.

4.5.2 The characteristics and methods of operation of any circuits, facilities or equipment of either party connected with the services, facilities or equipment of the other party pursuant to this Agreement shall not: a) interfere with or impair service over any facilities of the other party, its affiliated companies, or its connecting and concurring carriers involved in its services; b) cause damage to the other party's plant; c) violate any applicable law or regulation regarding the invasion of privacy of any communications carried over the party's facilities; or d) create hazards to the employees of either party or to the public. Each of these requirements is hereinafter referred to as an "Impairment of Service."

4.5.3 Each party shall be solely responsible for and bear the expense of the overall design of its services. Each party shall also be responsible for any redesign or rearrangement of its services that may be required because of changes in facilities, operations or procedures, minimum network protection criteria, and operating or maintenance characteristics of the facilities. If one party creates a circumstance causing additional costs to the other party, the other party may collect construction charges from the first party.

4.5.4 To facilitate trouble reporting and to coordinate the repair of the service provided by each party to the other under this Agreement, each party shall designate and define a Trouble Reporting Control Office ("TRCO") for such service. Each party shall furnish a trouble reporting telephone number for the designated TRCO. This number shall have access to the location where facility records are normally located and where current status reports on any trouble reports are readily available. Current and historical trouble reports will be made available, if necessary. Alternative out-of-hours procedures shall be established to ensure access to a location that is staffed and has the authority to initiate corrective action.

4.5.5 Where new facilities, services and arrangements are installed to rectify a service interruption, the TRCO shall ensure that continuity exists and take appropriate transmission

measurements before advising the other party that the new circuit is ready for service.

4.5.6 The parties shall cooperate in isolating trouble conditions. Before either party reports a trouble condition, it shall use reasonable efforts to isolate trouble.

4.5.7 In cases where one party's trouble condition affects a significant portion of the other party's service, the parties shall assign the same priority provided to other interconnecting carriers.

Section 5. Network Management

5.1 Protective Protocols

5.1.1 Either party may use protective network traffic management controls such as seven-digit and ten-digit code gaps on traffic toward each others network, when required to protect the public switched network from congestion due to facility failures, switch congestion or failure or focused overload.

5.2 Expansive Protocols

5.2.1 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.

5.3 Mass Calling

5.3.1. MCI and USWC shall cooperate and share pre-planning information, where available and in compliance with federal and state regulations, regarding cross-network call-ins expected to generate large or focused temporary increases in call volumes, to prevent or mitigate the impact of these events on the public switched network. Furthermore, INP numbers may only be used consistent with network efficiency and integrity, i.e. inhibitions on mass calling events.

Section 6. Busy Line Verify And Interrupt

6.1 Description: Each party shall establish procedures whereby its operator bureau will coordinate with the operator bureau of the other party in order to provide Busy Line Verification ("BLV") and Busy Line Verification and Interrupt ("BLVI") services on calls between their respective end users on or before the effective date of this Agreement.

6.2 Compensation: Each party shall charge the other party for BLV and BLVI at rates specified in Attachment I.

Section 7. Usage Measurement

7.1 When applicable, each party shall provide to the other:

7.1.1 Bellcore AMA formatted records to generate bills to the other party; and

7.1.2 measurement of minutes of use over Local Interconnection Trunk Groups shall be in actual conversation seconds. The total conversation seconds over each individual Local Interconnection Trunk Group will be totaled for the entire monthly bill-round and then rounded to the next whole minute; and

7.1.3 Within twenty (20) calendar days after the end of each quarter (commencing with the first full quarter after the Effective Date of this Agreement), a usage report with the total traffic volume described in terms of minutes and messages and by call type (local, toll, and other) terminated to each other over SS7 Local Interconnection Trunk Groups.

Section 8. Responsibilities Of The Parties

8.1 USWC and MCIIm agree to treat each other fairly, nondiscriminatorily, and equally for all items included in this Agreement, or related to the support of items included in this Agreement.

8.2 MCIIm and USWC agree to exchange such reports and/or data as provided in this Attachment in Section 7 to facilitate the proper billing of traffic. Either party may request an audit of such usage reports on no fewer than ten (10) business days' written notice and any audit shall be accomplished during normal business hours at the office of the party being audited. Such audit must be performed by a mutually agreed-to independent auditor paid for by the party requesting the audit and may include review of the data described in Section 7 above. Such audits shall

be requested within six (6) months of having received the PLU factor and usage reports from the other party.

8.3 MCIIm and USWC will review engineering requirements on a semi-annual basis and establish forecasts for trunk and facilities utilization provided under this Agreement. USWC and MCIIm will work together to begin providing these forecasts within thirty (30) days from the Effective Date of this Agreement. New trunk groups will be implemented as dictated by engineering requirements for either USWC or MCIIm.

8.4 MCIIm and USWC shall share responsibility for all Control Office functions for Local Interconnection Trunks and Trunk Groups, and both parties shall share the overall coordination, installation, and maintenance responsibilities for these trunks and trunk groups.

8.5 MCIIm is responsible for all Control Office functions for the meet point trunking arrangement trunks and trunk groups, and shall be responsible for the overall coordination, installation, and maintenance responsibilities for these trunks and trunk groups.

8.6 MCIIm and USWC shall:

8.6.1 Provide trained personnel with adequate and compatible test equipment to work with each other's technicians.

8.6.2 Notify each other when there is any change affecting the service requested, including the due date.

8.6.3 Coordinate and schedule testing activities of their own personnel, and others as applicable, to ensure its interconnection trunks/trunk groups are installed per the interconnection order, meet agreed-upon acceptance test requirements, and are placed in service by the due date.

8.6.4 Perform sectionalization to determine if a trouble is located in its facility or its portion of the interconnection trunks prior to referring the trouble to each other.

8.6.5 Advise each other's Control Office if there is an equipment failure which may affect the interconnection trunks.

8.6.6 Provide each other with a trouble reporting/repair contact number that is readily accessible and available 24 hours/7 days a week. Any changes to this contact arrangement must be immediately provided to the other party.

8.6.7 Provide to each other test-line numbers and access to test lines.

8.6.8 Cooperatively plan and implement coordinated repair procedures for the meet point and Local Interconnection Trunks and facilities to ensure trouble reports are resolved in a timely and appropriate manner.