

ACCESS SERVICE  
 CHECK SHEET

The Title Page and Pages 1 through 35-6 inclusive of this tariff are effective as of the date shown. The Original and revised pages named below and on Supplement No. 1 contain all changes from the original tariff that are in effect on the date shown.

<u>Page</u>	Number Revisions Except as <u>Indicated</u>		<u>Page</u>	Number Revisions Except as <u>Indicated</u>		<u>Page</u>	Number Revisions Except as <u>Indicated</u>
1	<b>71<sup>st</sup> Revised</b>	*	2-107	2 <sup>nd</sup> Revised		6-249	1 <sup>st</sup> Revised
1.1	<b>12<sup>th</sup> Revised</b>	*	2-110	1 <sup>st</sup> Revised		6-250	1 <sup>st</sup> Revised
1.2	Original		4-1	1 <sup>st</sup> Revised		6-251	1 <sup>st</sup> Revised
1.3	Original		4-2	1 <sup>st</sup> Revised		6-264	1 <sup>st</sup> Revised
1.4	<b>3<sup>rd</sup> Revised</b>	*	4-3	1 <sup>st</sup> Revised		6-266	1 <sup>st</sup> Revised
1.5	Original		4-4	1 <sup>st</sup> Revised		6-267	1 <sup>st</sup> Revised
1.6	1 <sup>st</sup> Revised		4-5	1 <sup>st</sup> Revised		6-277	1 <sup>st</sup> Revised
1.7	Original		4-6	1 <sup>st</sup> Revised		7-9	1 <sup>st</sup> Revised
5	1 <sup>st</sup> Revised		4-7	1 <sup>st</sup> Revised		7-87	1 <sup>st</sup> Revised
6	2 <sup>nd</sup> Revised		4-8	1 <sup>st</sup> Revised		7-136	1 <sup>st</sup> Revised
7	2 <sup>nd</sup> Revised		4-9	2 <sup>nd</sup> Revised		7-139	1 <sup>st</sup> Revised
8	1 <sup>st</sup> Revised		5-32	1 <sup>st</sup> Revised		7-141	1 <sup>st</sup> Revised
9	2 <sup>nd</sup> Revised		5-33	1 <sup>st</sup> Revised		7-142	1 <sup>st</sup> Revised
13	1 <sup>st</sup> Revised		5-34	1 <sup>st</sup> Revised		7-143	1 <sup>st</sup> Revised
20	1 <sup>st</sup> Revised		5-35	1 <sup>st</sup> Revised		7-156	1 <sup>st</sup> Revised
27	1 <sup>st</sup> Revised		5-36	1 <sup>st</sup> Revised		7-160	1 <sup>st</sup> Revised
49	3 <sup>rd</sup> Revised		5-37	1 <sup>st</sup> Revised		7-162	1 <sup>st</sup> Revised
51	2 <sup>nd</sup> Revised		5-38	1 <sup>st</sup> Revised		7-164	1 <sup>st</sup> Revised
53	1 <sup>st</sup> Revised		5-39	1 <sup>st</sup> Revised		7-165	1 <sup>st</sup> Revised
2-36	1 <sup>st</sup> Revised		5-40	1 <sup>st</sup> Revised		7-174	1 <sup>st</sup> Revised
2-47	1 <sup>st</sup> Revised		5-41	1 <sup>st</sup> Revised		7-191	1 <sup>st</sup> Revised
2-50	1 <sup>st</sup> Revised		5-42	1 <sup>st</sup> Revised		7-203	1 <sup>st</sup> Revised
2-51	1 <sup>st</sup> Revised		5-43	1 <sup>st</sup> Revised		7-246	1 <sup>st</sup> Revised
2-52	1 <sup>st</sup> Revised		5-44	1 <sup>st</sup> Revised		7-252	1 <sup>st</sup> Revised
2-53	1 <sup>st</sup> Revised		5-45	1 <sup>st</sup> Revised		7-253	1 <sup>st</sup> Revised
2-53.1	Original		5-48	1 <sup>st</sup> Revised		7-254	1 <sup>st</sup> Revised
2-53.2	Original		6-4	2 <sup>nd</sup> Revised		7-256	3 <sup>rd</sup> Revised
2-53.3	Original		6-16	1 <sup>st</sup> Revised		7-257	3 <sup>rd</sup> Revised
2-53.4	Original		6-25	1 <sup>st</sup> Revised		7-261	1 <sup>st</sup> Revised
2-53.5	Original		6-26	1 <sup>st</sup> Revised		7-262	1 <sup>st</sup> Revised
2-53.6	Original		6-31	1 <sup>st</sup> Revised		7-263	1 <sup>st</sup> Revised
2-53.7	Original		6-33	1 <sup>st</sup> Revised		7-264	1 <sup>st</sup> Revised
2-53.8	Original		6-34	1 <sup>st</sup> Revised		7-283	1 <sup>st</sup> Revised
2-53.9	Original		6-51	1 <sup>st</sup> Revised		7-289	1 <sup>st</sup> Revised
2-59	1 <sup>st</sup> Revised		6-57	1 <sup>st</sup> Revised		7-291	1 <sup>st</sup> Revised
2-64	1 <sup>st</sup> Revised		6-130	1 <sup>st</sup> Revised		7-296	1 <sup>st</sup> Revised
2-65	1 <sup>st</sup> Revised		6-131	1 <sup>st</sup> Revised		7-338	1 <sup>st</sup> Revised
2-66	1 <sup>st</sup> Revised		6-132	1 <sup>st</sup> Revised		7-338.1	Original
2-69	1 <sup>st</sup> Revised		6-133	1 <sup>st</sup> Revised		7-338.2	Original
2-74	1 <sup>st</sup> Revised		6-142	1 <sup>st</sup> Revised		7-338.3	Original
2-76	1 <sup>st</sup> Revised		6-202	1 <sup>st</sup> Revised		7-338.4	Original
2-77	1 <sup>st</sup> Revised		6-208	1 <sup>st</sup> Revised		7-338.5	Original
2-83	1 <sup>st</sup> Revised		6-227	1 <sup>st</sup> Revised		7-338.6	Original
2-87	1 <sup>st</sup> Revised		<b>6-228</b>	<b>2<sup>nd</sup> Revised</b>	*	14-1	1 <sup>st</sup> Revised
2-90	1 <sup>st</sup> Revised		6-230	1 <sup>st</sup> Revised		15-2	1 <sup>st</sup> Revised
2-91	1 <sup>st</sup> Revised		6-233	1 <sup>st</sup> Revised			
2-94	1 <sup>st</sup> Revised						

\* New or revised page.

(TR 69)

Issued: March 16, 2018

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ACCESS SERVICE  
 CHECK SHEET, (CONT'D)

<u>Page</u>	Number Revisions Except as Indicated	<u>Page</u>	Number Revisions Except as Indicated	<u>Page</u>	Number Revisions Except as Indicated
15-3	1 <sup>st</sup> Revised	20-17	2 <sup>nd</sup> Revised	30-42	1 <sup>st</sup> Revised
15-4	1 <sup>st</sup> Revised	20-18	2 <sup>nd</sup> Revised	30-43	1 <sup>st</sup> Revised
15-5	1 <sup>st</sup> Revised	20-19	2 <sup>nd</sup> Revised	30-44	1 <sup>st</sup> Revised
15-6	1 <sup>st</sup> Revised	20-20	Original	30-45	1 <sup>st</sup> Revised
15-7	1 <sup>st</sup> Revised	20-21	Original	30-46	1 <sup>st</sup> Revised
15-8	1 <sup>st</sup> Revised	20-22	Original	30-47	1 <sup>st</sup> Revised
15-9	1 <sup>st</sup> Revised	30-1	1 <sup>st</sup> Revised	30-48	1 <sup>st</sup> Revised
15-10	1 <sup>st</sup> Revised	30-2	1 <sup>st</sup> Revised	30-49	1 <sup>st</sup> Revised
15-11	1 <sup>st</sup> Revised	30-3	1 <sup>st</sup> Revised	30-50	1 <sup>st</sup> Revised
15-12	1 <sup>st</sup> Revised	30-4	1 <sup>st</sup> Revised	30-51	1 <sup>st</sup> Revised
15-13	1 <sup>st</sup> Revised	30-5	1 <sup>st</sup> Revised	30-52	1 <sup>st</sup> Revised
15-14	1 <sup>st</sup> Revised	30-6	1 <sup>st</sup> Revised	30-53	1 <sup>st</sup> Revised
15-15	1 <sup>st</sup> Revised	30-7	1 <sup>st</sup> Revised	30-54	1 <sup>st</sup> Revised
15-16	1 <sup>st</sup> Revised	30-8	1 <sup>st</sup> Revised	30-55	1 <sup>st</sup> Revised
15-17	1 <sup>st</sup> Revised	30-9	1 <sup>st</sup> Revised	30-56	1 <sup>st</sup> Revised
15-18	1 <sup>st</sup> Revised	30-10	1 <sup>st</sup> Revised	30-57	1 <sup>st</sup> Revised
15-19	1 <sup>st</sup> Revised	30-11	1 <sup>st</sup> Revised	30-58	1 <sup>st</sup> Revised
15-20	1 <sup>st</sup> Revised	30-12	1 <sup>st</sup> Revised	30-59	1 <sup>st</sup> Revised
15-21	Original	30-13	1 <sup>st</sup> Revised	30-60	1 <sup>st</sup> Revised
15-22	Original	30-14	1 <sup>st</sup> Revised	30-61	1 <sup>st</sup> Revised
15-23	Original	30-15	1 <sup>st</sup> Revised	30-62	1 <sup>st</sup> Revised
15-24	Original	30-16	1 <sup>st</sup> Revised	30-63	1 <sup>st</sup> Revised
15-25	Original	30-17	1 <sup>st</sup> Revised	30-64	1 <sup>st</sup> Revised
15-26	Original	30-18	1 <sup>st</sup> Revised	30-65	1 <sup>st</sup> Revised
15-27	1 <sup>st</sup> Revised	* 30-19	1 <sup>st</sup> Revised	30-66	1 <sup>st</sup> Revised
15-28	1 <sup>st</sup> Revised	* 30-20	1 <sup>st</sup> Revised	30-67	1 <sup>st</sup> Revised
15-29	1 <sup>st</sup> Revised	* 30-21	1 <sup>st</sup> Revised	30-68	1 <sup>st</sup> Revised
15-30	1 <sup>st</sup> Revised	* 30-22	1 <sup>st</sup> Revised	30-69	1 <sup>st</sup> Revised
15-31	1 <sup>st</sup> Revised	* 30-23	1 <sup>st</sup> Revised	30-70	1 <sup>st</sup> Revised
15-32	1 <sup>st</sup> Revised	* 30-24	1 <sup>st</sup> Revised	30-71	1 <sup>st</sup> Revised
15-33	1 <sup>st</sup> Revised	* 30-25	1 <sup>st</sup> Revised	30-72	1 <sup>st</sup> Revised
15-34	1 <sup>st</sup> Revised	* 30-26	1 <sup>st</sup> Revised	30-73	1 <sup>st</sup> Revised
15-35	1 <sup>st</sup> Revised	* 30-28	1 <sup>st</sup> Revised	30-74	1 <sup>st</sup> Revised
15-36	1 <sup>st</sup> Revised	* 30-29	1 <sup>st</sup> Revised	30-75	1 <sup>st</sup> Revised
15-37	1 <sup>st</sup> Revised	* 30-30	1 <sup>st</sup> Revised	30-76	1 <sup>st</sup> Revised
15-38	1 <sup>st</sup> Revised	* 30-31	1 <sup>st</sup> Revised	30-77	1 <sup>st</sup> Revised
15-39	1 <sup>st</sup> Revised	* 30-32	1 <sup>st</sup> Revised	30-78	1 <sup>st</sup> Revised
15-40	1 <sup>st</sup> Revised	* 30-33	1 <sup>st</sup> Revised	30-79	1 <sup>st</sup> Revised
15-41	1 <sup>st</sup> Revised	* 30-34	1 <sup>st</sup> Revised	30-80	1 <sup>st</sup> Revised
15-42	1 <sup>st</sup> Revised	* 30-35	1 <sup>st</sup> Revised	30-81	1 <sup>st</sup> Revised
15-43	1 <sup>st</sup> Revised	* 30-36	1 <sup>st</sup> Revised	30-82	1 <sup>st</sup> Revised
20-14	2 <sup>nd</sup> Revised	30-37	1 <sup>st</sup> Revised	30-83	1 <sup>st</sup> Revised
20-15	2 <sup>nd</sup> Revised	30-38	1 <sup>st</sup> Revised	30-84	1 <sup>st</sup> Revised
20-15.1	3 <sup>rd</sup> Revised	30-39	1 <sup>st</sup> Revised		
20-15.2	1 <sup>st</sup> Revised	30-40	1 <sup>st</sup> Revised		
20-16	2 <sup>nd</sup> Revised	30-41	1 <sup>st</sup> Revised		

\* New or revised page.

(TR 69)

Issued: March 16, 2018

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ACCESS SERVICE  
CHECK SHEET, (CONT'D)

Page	Number Revisions Except as Indicated	Page	Number Revisions Except as Indicated	Page	Number Revisions Except as Indicated
30-450	1 <sup>st</sup> Revised	31-113	1 <sup>st</sup> Revised	31-172	1 <sup>st</sup> Revised
30-455	1 <sup>st</sup> Revised	31-114	1 <sup>st</sup> Revised	31-173	1 <sup>st</sup> Revised
30-457	1 <sup>st</sup> Revised	31-115	1 <sup>st</sup> Revised	31-174	1 <sup>st</sup> Revised
30-458	1 <sup>st</sup> Revised	31-116	1 <sup>st</sup> Revised	31-175	1 <sup>st</sup> Revised
30-458.1	Original	31-117	1 <sup>st</sup> Revised	31-176	1 <sup>st</sup> Revised
30-458.2	Original	31-118	1 <sup>st</sup> Revised	31-177	1 <sup>st</sup> Revised
30-458.3	Original	31-120	12 <sup>th</sup> Revised	31-178	1 <sup>st</sup> Revised
30-458.4	Original	31-121	2 <sup>nd</sup> Revised	31-179	1 <sup>st</sup> Revised
30-458.5	Original	31-122	2 <sup>nd</sup> Revised	31-180	1 <sup>st</sup> Revised
30-458.6	Original	31-123	1 <sup>st</sup> Revised	31-181	1 <sup>st</sup> Revised
30-458.7	Original	31-124	1 <sup>st</sup> Revised	31-182	1 <sup>st</sup> Revised
30-458.8	Original	31-125	1 <sup>st</sup> Revised	31-183	1 <sup>st</sup> Revised
30-460	1 <sup>st</sup> Revised	31-126	1 <sup>st</sup> Revised	31-184	1 <sup>st</sup> Revised
30-461	1 <sup>st</sup> Revised	31-127	1 <sup>st</sup> Revised	31-185	1 <sup>st</sup> Revised
31-3	14 <sup>th</sup> Revised	31-128	1 <sup>st</sup> Revised	31-186	1 <sup>st</sup> Revised
31-4	14 <sup>th</sup> Revised	31-129	1 <sup>st</sup> Revised	31-187	1 <sup>st</sup> Revised
<b>31-8</b>	<b>40<sup>th</sup> Revised</b>	31-130	1 <sup>st</sup> Revised	31-188	1 <sup>st</sup> Revised
<b>31-9</b>	<b>40<sup>th</sup> Revised</b>	31-131	1 <sup>st</sup> Revised	31-189	1 <sup>st</sup> Revised
31-9.1	34 <sup>th</sup> Revised	31-132	1 <sup>st</sup> Revised	31-190	1 <sup>st</sup> Revised
31-9.2	6 <sup>th</sup> Revised	31-133	3 <sup>rd</sup> Revised	31-191	1 <sup>st</sup> Revised
31-23	1 <sup>st</sup> Revised	31-134	1 <sup>st</sup> Revised	31-192	1 <sup>st</sup> Revised
31-24	1 <sup>st</sup> Revised	31-135	1 <sup>st</sup> Revised	31-193	1 <sup>st</sup> Revised
31-44	5 <sup>th</sup> Revised	31-136	2 <sup>nd</sup> Revised	31-194	1 <sup>st</sup> Revised
31-46	1 <sup>st</sup> Revised	31-137	1 <sup>st</sup> Revised	31-195	1 <sup>st</sup> Revised
31-63	1 <sup>st</sup> Revised	31-138	1 <sup>st</sup> Revised	31-196	1 <sup>st</sup> Revised
31-79	1 <sup>st</sup> Revised	31-139	1 <sup>st</sup> Revised	31-197	1 <sup>st</sup> Revised
31-80	1 <sup>st</sup> Revised	31-140	1 <sup>st</sup> Revised	31-198	1 <sup>st</sup> Revised
31-83	1 <sup>st</sup> Revised	31-141	1 <sup>st</sup> Revised	31-199	1 <sup>st</sup> Revised
31-84	1 <sup>st</sup> Revised	31-142	1 <sup>st</sup> Revised	31-200	1 <sup>st</sup> Revised
31-85	1 <sup>st</sup> Revised	31-143	1 <sup>st</sup> Revised	31-201	1 <sup>st</sup> Revised
31-86	1 <sup>st</sup> Revised	31-144	1 <sup>st</sup> Revised	31-202	1 <sup>st</sup> Revised
31-87	1 <sup>st</sup> Revised	31-145	1 <sup>st</sup> Revised	31-203	1 <sup>st</sup> Revised
31-88	1 <sup>st</sup> Revised	31-146	1 <sup>st</sup> Revised	31-204	1 <sup>st</sup> Revised
31-89	1 <sup>st</sup> Revised	31-147	1 <sup>st</sup> Revised	31-205	1 <sup>st</sup> Revised
31-90	1 <sup>st</sup> Revised	31-148	1 <sup>st</sup> Revised	31-206	1 <sup>st</sup> Revised
31-91	1 <sup>st</sup> Revised	31-149	1 <sup>st</sup> Revised	31-207	1 <sup>st</sup> Revised
31-92	1 <sup>st</sup> Revised	31-150	1 <sup>st</sup> Revised	31-208	1 <sup>st</sup> Revised
31-93	1 <sup>st</sup> Revised	31-151	1 <sup>st</sup> Revised	31-209	1 <sup>st</sup> Revised
31-94	1 <sup>st</sup> Revised	31-152	1 <sup>st</sup> Revised	31-210	1 <sup>st</sup> Revised
31-95	1 <sup>st</sup> Revised	31-153	1 <sup>st</sup> Revised	31-211	1 <sup>st</sup> Revised
31-96	1 <sup>st</sup> Revised	31-154	1 <sup>st</sup> Revised	31-212	1 <sup>st</sup> Revised
31-97	1 <sup>st</sup> Revised	31-155	1 <sup>st</sup> Revised	31-213	1 <sup>st</sup> Revised
31-98	1 <sup>st</sup> Revised	31-156	1 <sup>st</sup> Revised	31-214	1 <sup>st</sup> Revised
31-99	1 <sup>st</sup> Revised	31-157	1 <sup>st</sup> Revised	31-215	1 <sup>st</sup> Revised
31-100	1 <sup>st</sup> Revised	31-158	1 <sup>st</sup> Revised	31-216	1 <sup>st</sup> Revised
31-101	1 <sup>st</sup> Revised	31-159	1 <sup>st</sup> Revised	31-217	1 <sup>st</sup> Revised
31-102	1 <sup>st</sup> Revised	31-160	1 <sup>st</sup> Revised	31-218	1 <sup>st</sup> Revised
31-103	1 <sup>st</sup> Revised	31-161	1 <sup>st</sup> Revised	31-219	1 <sup>st</sup> Revised
31-104	1 <sup>st</sup> Revised	31-162	1 <sup>st</sup> Revised	31-220	1 <sup>st</sup> Revised
31-105	1 <sup>st</sup> Revised	31-163	1 <sup>st</sup> Revised	31-221	1 <sup>st</sup> Revised
31-106	1 <sup>st</sup> Revised	31-165	1 <sup>st</sup> Revised	31-222	1 <sup>st</sup> Revised
31-107	1 <sup>st</sup> Revised	31-166	1 <sup>st</sup> Revised	31-223	1 <sup>st</sup> Revised
31-108	1 <sup>st</sup> Revised	31-167	3 <sup>rd</sup> Revised	31-224	1 <sup>st</sup> Revised
31-109	1 <sup>st</sup> Revised	31-168	1 <sup>st</sup> Revised		
31-110	1 <sup>st</sup> Revised	31-169	1 <sup>st</sup> Revised		
31-111	1 <sup>st</sup> Revised	31-170	1 <sup>st</sup> Revised		
31-112	1 <sup>st</sup> Revised	31-171	1 <sup>st</sup> Revised		

\* New or revised page.

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

6. Switched Access Service (Cont'd)

6.7 Rate Regulations (Cont'd)

6.7.1 Description and Application of Rates and Charges (Cont'd)

(E) Application of Local Transport Rates (cont'd)

- (1) Reserved for future use.
- (2) For Direct Trunked Transport, the channel mileage applies on a fixed and per mile monthly basis. When the channel mileage is zero (i.e., the end office switch or WSO, as appropriate, and the customer's serving wire center are located in the same building, the channel mileage rates do not apply.
- (3) When Direct Trunked Transport is provided to an end office which is a host office, in addition to the appropriate channel mileage monthly rate, the customer will be billed the Host/Remote Transport Termination rate on a per minute of use basis and the Host/Remote Transport Facility rate on a per mile per minute basis for the transport of the call to or from a remote switching system (RSS) or a remote switching module (RSM). The mileage for the Host/Remote Transport Facility rate element will be measured from the host office to the RSS or RSM. The calculation of the mileage is as set forth in 6.7.11(F) following.
- (4) For Tandem Switched Transport, channel mileage applies on a fixed and per mile basis for the dedicated transport between the serving wire center and access tandem. Except for TRS access minutes, the per mile per minute Local Transport Facility and the per minute Local Transport Termination rates apply for the common transport from the access tandem to the end office. The per minute Tandem Switching and Transport Multiplexing rates apply to all minutes of use switched at the access tandem. The Channel Mileage and Local Transport Facility mileage calculation is as set forth in 6.7.11(H) following. In addition, a Dedicated Tandem Trunk Port rate applies on a monthly basis for every activated Direct Trunked Transport trunk which terminates on the serving wire center side of the access tandem. When the Tandem Switch is a FairPoint Operating Company (FPOC) owned tandem and the common switched access minutes terminate to a FPOC end office, then the Tandem Switch rates will use the Terminating-Tandem End Office rates. If the Tandem is owned by a non-FPOC company or the common switched access minutes terminate to a non-FPOC end office, the Tandem Switch rates will use the Terminating Tandem-3<sup>rd</sup> Party rates. A Tandem Switching charge would be applicable at the tandem.
- (5) Reserved for future use.

(M)  
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(C)  
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(M) – Material moved from Section 6.7.1(E)(3) to 6.7.1(E)(4).

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
AGSTMEST	ME	Kennebec	Non-MSA	Competitive	30	5	30	5
ALSTNHLI	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
ARTNVTSC	VT	Bennington	MSA	Competitive	30	6	30	5
ASLDMEMA	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
ASLDNHHI	NH	Grafton	Non-MSA	Competitive	30	5	30	5
ATSNNHMA	NH	Rockingham	MSA	Competitive	30	6	30	5
BARNVTCH	NH	Caledonia	MSA	Competitive	30	6	30	5
BARNVTCH	VT	Caledonia	MSA	Competitive	30	6	30	5
BARRVTEL	VT	Washington	MSA	Competitive	30	6	30	5
BARTVTEL	VT	Orleans	MSA	Competitive	30	6	30	5
BATHMEHI	ME	Sagadahoc	MSA	Competitive	30	6	30	5
BCPTMECE	ME	Hancock	Non-MSA	Competitive	30	5	30	5
BDFRMEJE	ME	York	MSA	Competitive	30	6	30	5
BDFRNHAM	NH	Hillsborough	MSA	Competitive	30	6	30	5
BETHVTMA	VT	Windsor	MSA	Competitive	30	6	30	5
BGTNVTPL	VT	Bennington	MSA	Competitive	30	6	30	5
BHLHNHCR	NH	Grafton	Non-MSA	Competitive	30	5	30	5
BLFLVTHE	NH	Windham	MSA	Competitive	30	6	30	5
BLFLVTHE	VT	Windham	MSA	Competitive	30	6	30	5
BLFSMEWA	ME	Waldo	Non-MSA	Competitive	30	5	30	5
BLGRMEMA	ME	Kennebec	Non-MSA	Competitive	30	5	30	5
BLHLMPEL	ME	Hancock	Non-MSA	Competitive	30	5	30	5
BLMTNHMA	NH	Belknap	Non-MSA	Competitive	30	5	30	5
BNGRMEPA	ME	Penobscot	MSA	Competitive	30	6	30	5
BNHMMEME	ME	Somerset	Non-MSA	Non-competitive	30	5	31	N/A

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

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15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
BNTONHPR	NH	Strafford	MSA	Competitive	30	6	30	5
BRBOVTMA	NH	Windham	MSA	Competitive	30	6	30	5
BRBOVTMA	VT	Windham	MSA	Competitive	30	6	30	5
BREWMECH	ME	Penobscot	MSA	Competitive	30	6	30	5
BRFDVTBC	VT	Orange	MSA	Competitive	30	6	30	5
BRFRMEYA	ME	Penobscot	MSA	Competitive	30	6	30	5
BRFRVTPG	NH	Orange	MSA	Competitive	30	6	30	5
BRFRVTPG	VT	Orange	MSA	Competitive	30	6	30	5
BRHRMEMD	ME	Hancock	Non-MSA	Competitive	30	5	30	5
BRLNNHHE	NH	Coos	Non-MSA	Competitive	30	5	30	5
BRNDVTCA	VT	Rutland	MSA	Competitive	30	6	30	5
BRSTNHSP	NH	Grafton	Non-MSA	Competitive	30	5	30	5
BRTLNHGE	NH	Carroll	Non-MSA	Competitive	30	5	30	5
BRTNMEFI	ME	Cumberland	MSA	Competitive	30	6	30	5
BRWKMEEV	ME	Cumberland	MSA	Competitive	30	6	30	5
BTHRMEEA	ME	Lincoln	Non-MSA	Competitive	30	5	30	5
BURLVTMA	VT	Chittenden	MSA	Competitive	30	6	30	5
BWHMMEMA	ME	Sagadahoc	MSA	Competitive	30	6	30	5
BWVLMEBP	ME	Piscataquis	Non-MSA	Non-competitive	30	5	31	N/A
CALSMECH	ME	Washington	Non-MSA	competitive	30	5	31	N/A
CANDNHDE	NH	Rockingham	MSA	Competitive	30	6	30	5
CANNNHYA	NH	Grafton	Non-MSA	Competitive	30	5	30	5
CARBMEHI	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
CASTMECO	ME	Hancock	Non-MSA	Competitive	30	5	30	5
CHLSVTMA	VT	Orange	MSA	Competitive	30	6	30	5
CHTWNHBR	NH	Sullivan	Non-MSA	Competitive	30	5	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

## ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

## 15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
CLBKNHMA	NH	Coos	Non-MSA	Competitive	30	5	30	5
CLBKNHMA	VT	Coos	MSA	Competitive	30	6	30	5
CLMAMEEP	ME	Washington	Non-MSA	competitive	30	5	31	N/A
CLMTNHBR	NH	Sullivan	Non-MSA	Competitive	30	5	30	5
CLTNMEML	ME	Kennebec	Non-MSA	Competitive	30	5	30	5
CMDNMEEL	ME	Knox	Non-MSA	Competitive	30	5	30	5
CMLDMEMA	ME	Cumberland	MSA	Competitive	30	6	30	5
CMTNNHOW	NH	Grafton	Non-MSA	Competitive	30	5	30	5
CNCRNHHSO	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
CNCRVTMA	VT	Essex	MSA	competitive	30	6	31	N/A
CNHRNHPL	NH	Belknap	Non-MSA	Competitive	30	5	30	5
CNOSNHFO	NH	Carroll	Non-MSA	Competitive	30	5	30	5
CNSWNHSL	NH	Carroll	Non-MSA	Competitive	30	5	30	5
CNTRNHSH	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
CNWNHYA	NH	Carroll	Non-MSA	Competitive	30	5	30	5
CRNSMEMA	ME	York	Non-MSA	Competitive	30	5	30	5
CRNTMEMA	ME	Penobscot	MSA	Competitive	30	6	30	5
CSTNVTSO	VT	Rutland	MSA	Competitive	30	6	30	5
CTLRMEYA	ME	Washington	Non-MSA	competitive	30	5	31	N/A
DAVLVTYA	VT	Caledonia	MSA	Competitive	30	6	30	5
DBLNNHMO	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
DEISMEYA	ME	Hancock	Non-MSA	Competitive	30	5	30	5
DNBRNHDB	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
DNFTMECA	ME	Washington	Non-MSA	competitive	30	5	31	N/A
DOVRNHTH	ME	Strafford	MSA	Competitive	30	6	30	5
DOVRNHTH	NH	Strafford	MSA	Competitive	30	6	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
DRBYVTMA	VT	Orleans	MSA	Competitive	30	6	30	5
DRFDNHCC	NH	Rockingham	MSA	Competitive	30	6	30	5
DRHMNHMC	NH	Strafford	MSA	Competitive	30	6	30	5
DRHRMEWE	ME	Waldo	Non-MSA	Competitive	30	5	30	5
DRRYNHEB	NH	Rockingham	MSA	Competitive	30	6	30	5
DRSTVTYA	VT	Bennington	MSA	Competitive	30	6	30	5
DVFXMEMA	ME	Piscataquis	Non-MSA	Non-competitive	30	5	31	N/A
DXFDMEKI	ME	Oxford	Non-MSA	Competitive	30	5	30	5
DXTRMEMA	ME	Penobscot	Non-MSA	Competitive	30	5	30	5
EDTNMEEE	ME	Penobscot	MSA	Competitive	30	6	30	5
EFFDVTMA	VT	Franklin	MSA	Competitive	30	6	30	5
ELWOMEMA	ME	Hancock	Non-MSA	Competitive	30	5	30	5
EMLNMEBI	ME	Penobscot	MSA	Competitive	30	6	30	5
ENFDNHNM	NH	Grafton	Non-MSA	Competitive	30	5	30	5
ENFLVTMA	VT	Franklin	MSA	Competitive	30	6	30	5
EPNGNHMA	NH	Rockingham	MSA	Competitive	30	6	30	5
EPSMNBH	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
ERRLNHYA	ME	Coos	Non-MSA	Competitive	30	5	30	5
ERRLNHYA	NH	Coos	Non-MSA	Competitive	30	5	30	5
ESJTVTLI	VT	Chittenden	MSA	Competitive	30	6	30	5
ESPTMEST	ME	Washington	Non-MSA	Non-competitive	30	5	31	N/A
ESTNMEMA	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
EXTRNHCE	NH	Rockingham	MSA	Competitive	30	6	30	5
FARLVTML	NH	Orange	MSA	Competitive	30	6	30	5
FARLVTML	VT	Orange	MSA	Competitive	30	6	30	5
FCVLMESA	ME	Aroostook	Non-MSA	Competitive	30	5	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
FKLNMEMA	ME	Hancock	Non-MSA	Competitive	30	5	30	5
FKLNNHFR	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
FLMOMEDE	ME	Cumberland	MSA	Competitive Non-	30	6	30	5
FRFDMELA	ME	Somerset	Non-MSA	competitive	30	5	31	N/A
FRFXVTMA	VT	Franklin	MSA	Competitive	30	6	30	5
FRHNVTMA	VT	Rutland	MSA	Competitive	30	6	30	5
FRNCNHWH	NH	Grafton	Non-MSA	Competitive	30	5	30	5
FRPTMECU	ME	Cumberland	MSA	Competitive Non-	30	6	30	5
FRTNMEHI	ME	Franklin	Non-MSA	competitive	30	5	31	N/A
FRTNNHMG	NH	Strafford	MSA	Competitive	30	6	30	5
FTFRMEFH	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
FTZWNHUT	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
GDISMEMO	ME	Aroostook	Non-MSA	Competitive Non-	30	5	30	5
GDISVTYA	VT	Grand Isle	MSA	competitive	30	6	31	N/A
GDMLMEDH	ME	York	MSA	Competitive	30	6	30	5
GFTWNHWH	NH	Hillsborough	MSA	Competitive	30	6	30	5
GLDLNHAB	NH	Belknap	Non-MSA	Competitive	30	5	30	5
GNBOVTGB	VT	Orleans	MSA	Competitive	30	6	30	5
GNFDNHMA	NH	Hillsborough	MSA	Competitive Non-	30	6	30	5
GNVLMWEW	ME	Piscataquis	Non-MSA	competitive	30	5	31	N/A
GNVLNHAD	NH	Hillsborough	MSA	Competitive	30	6	30	5
GRHMMECH	ME	Cumberland	MSA	Competitive	30	6	30	5
GRHMNHHLA	NH	Coos	Non-MSA	Competitive	30	5	30	5
GRNRMEBR	ME	Kennebec	Non-MSA	Competitive	30	5	30	5
GRTWMEYA	ME	Sagadahoc	MSA	Competitive Non-	30	6	30	5
GUFDMEHI	ME	Piscataquis	Non-MSA	competitive	30	5	31	N/A

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
GVTNNHST	NH	Coos	Non-MSA	Competitive	30	5	30	5
GVTNNHST	VT	Coos	MSA	Competitive	30	6	30	5
HERMMEBI	ME	Penobscot	MSA	Competitive	30	6	30	5
HLTNMECO	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
HMPNNHWI	NH	Rockingham	MSA	Competitive	30	6	30	5
HMPSNHMA	NH	Rockingham	MSA	Competitive	30	6	30	5
HNCCNHSC	NH	Hillsborough	MSA	Competitive	30	6	30	5
HNDLNHMA	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
HNVRNHSC	NH	Grafton	Non-MSA	Competitive	30	5	30	5
HNVRNHSC	VT	Grafton	MSA	Competitive	30	6	30	5
HRSNMEYA	ME	Cumberland	MSA	Competitive	30	6	30	5
HRVLNHMA	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
HRWKVTPK	VT	Caledonia	MSA	Competitive	30	6	30	5
HRWLMEYA	ME	Cumberland	MSA	Competitive	30	6	30	5
ISPNVTAL	VT	Essex	MSA	Non-competitive	30	6	31	N/A
JAMCVTMA	VT	Windham	MSA	Competitive	30	6	30	5
JCMNMEMA	ME	Somerset	Non-MSA	Non-competitive	30	5	31	N/A
JCSNNHTH	NH	Carroll	Non-MSA	Competitive	30	5	30	5
JCVLVTSC	VT	Windham	MSA	Competitive	30	6	30	5
JFRYNHRI	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
JFSNNHYA	NH	Coos	Non-MSA	Competitive	30	5	30	5
JFVLVTVA	VT	Lamoille	MSA	Non-competitive	30	6	31	N/A
JHSNVTRA	VT	Lamoille	MSA	Non-competitive	30	6	31	N/A
JNPTMEMT	ME	Washington	Non-MSA	Non-competitive	30	5	31	N/A
KEENNHWA	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
KGTNNHBA	NH	Rockingham	MSA	Competitive	30	6	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
KNBNMEGR	ME	York	MSA	Competitive	30	6	30	5
KNPTMESC	ME	York	MSA	Competitive	30	6	30	5
LACNNHNM	NH	Belknap	Non-MSA	Competitive	30	5	30	5
LBNNNHBA	NH	Grafton	Non-MSA	Competitive	30	5	30	5
LMRCMEBS	ME	York	MSA	Competitive	30	6	30	5
LMSTMEMA	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
LNBGVTEC	VT	Essex	MSA	Non-competitive	30	6	31	N/A
LNCLMEWB	ME	Penobscot	MSA	Competitive	30	6	30	5
LNCSNHHI	NH	Coos	Non-MSA	Competitive	30	5	30	5
LNCSNHHI	VT	Coos	MSA	Competitive	30	6	30	5
LSBNNHMA	NH	Grafton	Non-MSA	Competitive	30	5	30	5
LSFLMEAD	ME	Androscoggin	Non-MSA	Competitive	30	5	30	5
LSTNMEAS	ME	Androscoggin	Non-MSA	Competitive	30	5	30	5
LTTNMEYA	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
LTTNNHPL	NH	Grafton	Non-MSA	Competitive	30	5	30	5
LUBCMEMA	ME	Washington	Non-MSA	Non-competitive	30	5	31	N/A
LVFLMEUN	ME	Androscoggin	Non-MSA	Competitive	30	5	30	5
LYMENHYA	NH	Grafton	Non-MSA	Competitive	30	5	30	5
LYMENHYA	VT	Grafton	MSA	Competitive	30	6	30	5
LYVLVTCE	VT	Caledonia	MSA	Competitive	30	6	30	5
MCFLMEPL	ME	Androscoggin	Non-MSA	Competitive	30	5	30	5
KNBNMEGR	ME	York	MSA	Competitive	30	6	30	5
KNPTMESC	ME	York	MSA	Competitive	30	6	30	5
LACNNHNM	NH	Belknap	Non-MSA	Competitive	30	5	30	5
LBNNNHBA	NH	Grafton	Non-MSA	Competitive	30	5	30	5
LMRCMEBS	ME	York	MSA	Competitive	30	6	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
LMSTMEMA	ME	Aroostook	Non-MSA	Competitive Non-	30	5	30	5
LNBGVTEC	VT	Essex	MSA	competitive	30	6	31	N/A
LNCLMEWB	ME	Penobscot	MSA	Competitive	30	6	30	5
LNCSNHHI	NH	Coos	Non-MSA	Competitive	30	5	30	5
LNCSNHHI	VT	Coos	MSA	Competitive	30	6	30	5
LSBNNHMA	NH	Grafton	Non-MSA	Competitive	30	5	30	5
LSFLMEAD	ME	Androscoggin	Non-MSA	Competitive	30	5	30	5
LSTNMEAS	ME	Androscoggin	Non-MSA	Competitive	30	5	30	5
LTTNMEYA	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
LTTNNHPL	NH	Grafton	Non-MSA	Competitive Non-	30	5	30	5
LUBCMEMA	ME	Washington	Non-MSA	competitive	30	5	31	N/A
LVFLMEUN	ME	Androscoggin	Non-MSA	Competitive	30	5	30	5
LYMENHYA	NH	Grafton	Non-MSA	Competitive	30	5	30	5
LYMENHYA	VT	Grafton	MSA	Competitive	30	6	30	5
LYVLVTCE	VT	Caledonia	MSA	Competitive	30	6	30	5
MCFLMEPL	ME	Androscoggin	Non-MSA	Competitive Non-	30	5	30	5
MCHSMECB	ME	Washington	Non-MSA	competitive	30	5	31	N/A
MDLBVTCC	VT	Addison	MSA	Competitive Non-	30	6	30	5
MDSNMEMA	ME	Somerset	Non-MSA	competitive	30	5	31	N/A
MDSNNHYA	NH	Carroll	Non-MSA	Competitive	30	5	30	5
MDWSMEMA	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
MILNNHPL	NH	Coos	Non-MSA	Competitive Non-	30	5	30	5
MILOMEEL	ME	Piscataquis	Non-MSA	competitive	30	5	31	N/A
MLBONHYA	NH	Carroll	Non-MSA	Competitive Non-	30	5	30	5
MLBRMEYA	ME	Washington	Non-MSA	competitive	30	5	31	N/A

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
MLFRNH50	NH	Hillsborough	MSA	Competitive	30	6	30	5
MLNCMEPE	ME	Penobscot	MSA	Competitive	30	6	30	5
MLTNNH5I	ME	Strafford	MSA	Competitive	30	6	30	5
MLTNNH5I	NH	Strafford	MSA	Competitive	30	6	30	5
MLTNVTEL	VT	Chittenden	MSA	Competitive	30	6	30	5
MNCHNHCO	NH	Hillsborough	MSA	Competitive	30	6	30	5
MNCHVTSC	VT	Bennington	MSA	Competitive	30	6	30	5
MNSNMEBL	ME	Piscataquis	Non-MSA	Non-competitive	30	5	31	N/A
MONRMEBE	ME	Waldo	Non-MSA	Competitive	30	5	30	5
MRBONHYA	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
MRDTNHWA	NH	Belknap	Non-MSA	Competitive	30	5	30	5
MRGNVTTO	VT	Orleans	MSA	Competitive	30	6	30	5
MRHLMEOY	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
MRLWNHYA	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
MRMCNHYA	NH	Hillsborough	MSA	Competitive	30	6	30	5
MRVLTUN	VT	Lamoille	MSA	Non-competitive	30	6	31	N/A
MTMLNHWE	ME	Strafford	MSA	Competitive	30	6	30	5
MTMLNHWE	NH	Strafford	MSA	Competitive	30	6	30	5
MTPLVTSC	VT	Washington	MSA	Competitive	30	6	30	5
NASHNHWP	NH	Hillsborough	MSA	Competitive	30	6	30	5
NBRWMEWE	ME	York	MSA	Competitive	30	6	30	5
NBTNNHHP	NH	Hillsborough	MSA	Competitive	30	6	30	5
NCWYNHKE	NH	Carroll	Non-MSA	Competitive	30	5	30	5
NDRGMEAU	ME	Cumberland	MSA	Competitive	30	6	30	5
NHHLNHDM	NH	Grafton	Non-MSA	Competitive	30	5	30	5
NHRBMENH	ME	Hancock	Non-MSA	Competitive	30	5	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
NHVNMEH	ME	Knox	Non-MSA	Competitive	30	5	30	5
NRWFMECM	ME	Lincoln	Non-MSA	Competitive	30	5	30	5
NRWYMEFA	ME	Oxford	Non-MSA	Competitive	30	5	30	5
NSFRMESP	ME	York	Non-MSA	Competitive	30	5	30	5
NSFRNHMA	NH	Coos	Non-MSA	Competitive	30	5	30	5
NSFRNHMA	VT	Coos	MSA	Competitive	30	6	30	5
NWBYVTPC	VT	Orange	MSA	Competitive	30	6	30	5
NWDSNHMA	NH	Grafton	Non-MSA	Competitive	30	5	30	5
NWFNVTYA	VT	Windham	MSA	Competitive	30	6	30	5
NWMRNHGE	NH	Rockingham	MSA	Competitive	30	6	30	5
NWODNHYA	NH	Rockingham	MSA	Competitive	30	6	30	5
NWPTMEMA	ME	Penobscot	MSA	Competitive	30	6	30	5
NWPTNHMA	NH	Sullivan	Non-MSA	Competitive	30	5	30	5
NWPTVTSE	VT	Orleans	MSA	Competitive	30	6	30	5
NWSWMEWE	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
OKLDMEWG	ME	Kennebec	Non-MSA	Competitive	30	5	30	5
OLTWMEBC	ME	Penobscot	MSA	Competitive	30	6	30	5
OOBHMEPO	ME	York	MSA	Competitive	30	6	30	5
ORLNV TIR	VT	Orleans	MSA	Competitive	30	6	30	5
ORONMEFO	ME	Penobscot	MSA	Competitive	30	6	30	5
ORTNMECO	ME	Penobscot	MSA	Competitive	30	6	30	5
OXFRMEHI	ME	Oxford	MSA	Competitive	30	6	30	5
PHBGMESP	ME	Sagadahoc	MSA	Competitive	30	6	30	5
PIKENHPI	NH	Grafton	Non-MSA	Competitive	30	5	30	5
PKISMEIS	ME	Cumberland	MSA	Competitive	30	6	30	5
PLFDV TYA	VT	Washington	MSA	Competitive	30	6	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Term Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
PLHMNHBR	NH	Hillsborough	MSA	Competitive	30	6	30	5
PLMONHLH	NH	Grafton	Non-MSA	Competitive	30	5	30	5
PLSTNHMA	NH	Rockingham	MSA	Competitive	30	6	30	5
PLTNVTBE	VT	Rutland	MSA	Competitive	30	6	30	5
PMBRMEYA	ME	Washington	Non-MSA	Non-competitive	30	5	31	N/A
PNCKNHCH	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
PRCTVTPI	VT	Rutland	MSA	Competitive	30	6	30	5
PRISMESE	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
PRTNMEMC	ME	Washington	Non-MSA	Non-competitive	30	5	31	N/A
PSBGNHMA	NH	Coos	Non-MSA	Competitive	30	5	30	5
PTFDMEEA	ME	Somerset	Non-MSA	Non-competitive	30	5	31	N/A
PTFDNHBR	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
PTFDVTMA	VT	Rutland	MSA	Competitive	30	6	30	5
PTFRVTYA	VT	Rutland	MSA	Competitive	30	6	30	5
PTLDMEFO	ME	Cumberland	MSA	Competitive	30	6	30	5
PTMONHIS	ME	Rockingham	MSA	Competitive	30	6	30	5
PTMONHIS	NH	Rockingham	MSA	Competitive	30	6	30	5
PTNYVTCH	VT	Windham	MSA	Competitive	30	6	30	5
PTRBNHCO	NH	Hillsborough	MSA	Competitive	30	6	30	5
PWNLMEEL	ME	Cumberland	MSA	Competitive	30	6	30	5
PWNLVTBE	VT	Bennington	MSA	Competitive	30	6	30	5
RCFRVTIN	VT	Franklin	MSA	Competitive	30	6	30	5
RCMDMESO	ME	Sagadahoc	MSA	Competitive	30	6	30	5
RDBOVTTU	VT	Bennington	MSA	Competitive	30	6	30	5
RDFDMEWI	ME	Kennebec	Non-MSA	Competitive	30	5	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Term Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
PLHMNHBR	NH	Hillsborough	MSA	Competitive	30	6	30	5
PLMONHLH	NH	Grafton	Non-MSA	Competitive	30	5	30	5
PLSTNHMA	NH	Rockingham	MSA	Competitive	30	6	30	5
PLTNVTBE	VT	Rutland	MSA	Competitive	30	6	30	5
PMBRMEYA	ME	Washington	Non-MSA	Non-competitive	30	5	31	N/A
PNCKNHCH	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
PRCTVTPI	VT	Rutland	MSA	Competitive	30	6	30	5
PRISMESE	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
PRTNMEMC	ME	Washington	Non-MSA	Non-competitive	30	5	31	N/A
PSBGNHMA	NH	Coos	Non-MSA	Competitive	30	5	30	5
PTFDMEEA	ME	Somerset	Non-MSA	Non-competitive	30	5	31	N/A
PTFDNHBR	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
PTFDVTMA	VT	Rutland	MSA	Competitive	30	6	30	5
PTFRVTYA	VT	Rutland	MSA	Competitive	30	6	30	5
PTLDMEFO	ME	Cumberland	MSA	Competitive	30	6	30	5
PTMONHIS	ME	Rockingham	MSA	Competitive	30	6	30	5
PTMONHIS	NH	Rockingham	MSA	Competitive	30	6	30	5
PTNYVTCH	VT	Windham	MSA	Competitive	30	6	30	5
PTRBNHCO	NH	Hillsborough	MSA	Competitive	30	6	30	5
PWNLMEEL	ME	Cumberland	MSA	Competitive	30	6	30	5
PWNLVTBE	VT	Bennington	MSA	Competitive	30	6	30	5
RCFRVTIN	VT	Franklin	MSA	Competitive	30	6	30	5
RCMDMESO	ME	Sagadahoc	MSA	Competitive	30	6	30	5
RDBOVTTU	VT	Bennington	MSA	Competitive	30	6	30	5
RDFDMEWI	ME	Kennebec	Non-MSA	Competitive	30	5	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
RDNGVTMI	VT	Windsor	MSA	Competitive	30	6	30	5
RKLDMELI	ME	Knox	Non-MSA	Competitive	30	5	30	5
RKWDMEYA	ME	Somerset	Non-MSA	Non-competitive	30	5	31	N/A
RMFRMEHE	ME	Oxford	Non-MSA	Competitive	30	5	30	5
RMNYNHSL	NH	Grafton	Non-MSA	Competitive	30	5	30	5
RNDGNHCE	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
RNDHVTPL	VT	Orange	MSA	Competitive	30	6	30	5
RNGLMEPL	ME	Franklin	Non-MSA	Non-competitive	30	5	31	N/A
ROCHNHWE	ME	Strafford	MSA	Competitive	30	6	30	5
ROCHNHWE	NH	Strafford	MSA	Competitive	30	6	30	5
ROCHVTSP	VT	Windsor	MSA	Competitive	30	6	30	5
RPRTVTGR	VT	Bennington	MSA	Competitive	30	6	30	5
RTLDTVWE	VT	Rutland	MSA	Competitive	30	6	30	5
RYBHNHCE	NH	Rockingham	MSA	Competitive	30	6	30	5
RYMNNHFL	NH	Rockingham	MSA	Competitive	30	6	30	5
SALMNHNB	NH	Rockingham	MSA	Competitive	30	6	30	5
SBRKNHNR	NH	Rockingham	MSA	Competitive	30	6	30	5
SBTSMEMP	ME	Androscoggin	Non-MSA	Competitive	30	5	30	5
SBVLNHCS	NH	Carroll	Non-MSA	Competitive	30	5	30	5
SBWKMEJE	ME	York	MSA	Competitive	30	6	30	5
SCBOMEBP	ME	Cumberland	MSA	Competitive	30	6	30	5
SDWKMEYA	ME	Hancock	Non-MSA	Competitive	30	5	30	5
SGTNMEYA	ME	Hancock	Non-MSA	Competitive	30	5	30	5
SHLBVTPH	VT	Chittenden	MSA	Competitive	30	6	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

## ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

## 15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
SDWKMEYA	ME	Hancock	Non-MSA	Competitive	30	5	30	5
SGTNMEYA	ME	Hancock	Non-MSA	Competitive	30	5	30	5
SHLBVTPH	VT	Chittenden	MSA	Competitive	30	6	30	5
SKWHMENO	ME	Somerset	Non-MSA	Non-competitive	30	5	31	N/A
SLBRVTBA	VT	Addison	MSA	Competitive	30	6	30	5
SLLVMEYA	ME	Hancock	Non-MSA	Competitive	30	5	30	5
SLLVNHYA	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
SLNDVTYA	VT	Windham	MSA	Competitive	30	6	30	5
SMRSNHHI	ME	Strafford	MSA	Competitive	30	6	30	5
SMRSNHHI	NH	Strafford	MSA	Competitive	30	6	30	5
SNCKNHPA	NH	Merrimack	Non-MSA	Competitive	30	5	30	5
SNFRMECH	ME	York	MSA	Competitive	30	6	30	5
SPFRNHMS	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
SPLDMEES	ME	Cumberland	MSA	Competitive	30	6	30	5
SRPTMEPR	ME	Waldo	Non-MSA	Competitive	30	5	30	5
SRTNVTAR	VT	Windham	MSA	Competitive	30	6	30	5
SRYLVTYA	VT	Windsor	MSA	Competitive	30	6	30	5
SSFRVTYA	VT	Orange	MSA	Competitive	30	6	30	5
STALVTBA	VT	Franklin	MSA	Competitive	30	6	30	5
STBYVTSM	VT	Caledonia	MSA	Competitive	30	6	30	5
STOWVTHI	VT	Lamoille	MSA	Non-competitive	30	6	31	N/A
SUNPNHMC	NH	Sullivan	Non-MSA	Competitive	30	5	30	5
SWHRMEMA	ME	Hancock	Non-MSA	Competitive	30	5	30	5
SWTNVTYO	VT	Franklin	MSA	Competitive	30	6	30	5
THFRMEBJ	ME	Somerset	Non-MSA	Non-competitive	30	5	31	N/A

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
THMTMEGL	ME	Knox	Non-MSA	Competitive	30	5	30	5
TLTNNHPR	NH	Belknap	Non-MSA	Competitive	30	5	30	5
TMWONHWH	NH	Carroll	Non-MSA	Competitive	30	5	30	5
TNBRVTYA	VT	Orange	MSA	Competitive	30	6	30	5
TNHRMEHS	ME	Knox	Non-MSA	Competitive	30	5	30	5
TROYNHPR	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
TROYVTYA	VT	Orleans	MSA	Competitive	30	6	30	5
TWMTNHYA	NH	Coos	Non-MSA	Competitive	30	5	30	5
UNHLVTUC	VT	Chittenden	MSA	Competitive	30	6	30	5
VNBRMESJ	ME	Aroostook	Non-MSA	Competitive	30	5	30	5
VNHNMENH	ME	Knox	Non-MSA	Competitive	30	5	30	5
VRGSVTMO	VT	Addison	MSA	Competitive	30	6	30	5
WBURVTYA	VT	Caledonia	MSA	Competitive	30	6	30	5
WDLMEHO	ME	Washington	Non-MSA	Non-competitive	30	5	31	N/A
WDSTVTGO	VT	Windsor	MSA	Competitive	30	6	30	5
WDVLNHJL	NH	Grafton	Non-MSA	Competitive	30	5	30	5
WDVLNHJL	VT	Grafton	MSA	Competitive	30	6	30	5
WERSNHST	NH	Belknap	Non-MSA	Competitive	30	5	30	5
WHFDNHPL	NH	Coos	Non-MSA	Competitive	30	5	30	5
WLBOMEMA	ME	Lincoln	Non-MSA	Competitive	30	5	30	5
WLBNHGS	NH	Carroll	Non-MSA	Competitive	30	5	30	5
WLLSMEYA	ME	York	MSA	Competitive	30	6	30	5
WLMGVTD	VT	Windham	MSA	Competitive	30	6	30	5
WLPLNHWP	NH	Cheshire	Non-MSA	Competitive	30	5	30	5
WLPLNHWP	VT	Cheshire	MSA	Competitive	30	6	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

## ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

## 15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non- End User Chan Term	End User Chan Term Non- competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band	(T)
									(T)
WLMGVTD	VT	Windham	MSA	Competitive	30	6	30	5	
WLPLNHWP	NH	Cheshire	Non-MSA	Competitive	30	5	30	5	
WLPLNHWP	VT	Cheshire	MSA	Competitive	30	6	30	5	
WLTOMERC	ME	Franklin	Non-MSA	competitive	30	5	31	N/A	
WLTWVTLA	VT	Orange	MSA	Competitive	30	6	30	5	
WMLDNHWE	NH	Cheshire	Non-MSA	Competitive	30	5	30	5	
WNCHNHMI	NH	Cheshire	Non-MSA	Competitive	30	5	30	5	
WNDSVTPI	NH	Windsor	MSA	Competitive	30	6	30	5	
WNDSVTPI	VT	Windsor	MSA	Competitive	30	6	30	5	
WNHMEGR	ME	Cumberland	MSA	Competitive	30	6	30	5	
WNHRMENE	ME	Hancock	Non-MSA	Competitive	30	5	30	5	
WNPTMEOA	ME	Waldo	MSA	Competitive	30	6	30	5	
WNSKVTWA	VT	Chittenden	MSA	Competitive	30	6	30	5	
WRBOVTYA	VT	Windham	MSA	Competitive	30	6	30	5	
WRJVTGA	NH	Windsor	MSA	Competitive	30	6	30	5	
WRJVTGA	VT	Windsor	MSA	Competitive	30	6	30	5	
WRRNNHMA	NH	Grafton	Non-MSA	Competitive	30	5	30	5	
WRTLVTBA	VT	Rutland	MSA	Competitive	30	6	30	5	
WSBKMEAS	ME	Cumberland	MSA	Competitive	30	6	30	5	
WSBNMEMA	ME	Aroostook	Non-MSA	Competitive	30	5	30	5	
WSCSMEWA	ME	Lincoln	Non-MSA	Competitive	30	5	30	5	
WSTWNHBS	NH	Coos	Non-MSA	Competitive	30	5	30	5	
WSTWNHBS	VT	Coos	MSA	Competitive	30	6	30	5	

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

15. Metropolitan Statistical Areas and Competitive Areas of the FairPoint Telephone Companies (Cont'd)

15.3 Competitive Areas for Special Access Services

CLLI	State	County	Transport & Non-End User Chan Term	End User Chan Term Non-competitive / Competitive County	Non-End User Chan Term and Transport Tariff Section	Price Band	End User Chan Term Tariff Section	Price Band (T)
WTRBVTSW	VT	Washington	MSA	Competitive	30	6	30	5
WTVLMEAP	ME	Kennebec	Non-MSA	Competitive	30	5	30	5
WVVYNHMR	NH	Grafton	Non-MSA	Competitive	30	5	30	5
YORKMELS	ME	York	MSA	Competitive	30	6	30	5
YRMOMESO	ME	Cumberland	MSA	Competitive	30	6	30	5

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

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## ACCESS SERVICE

31. The FairPoint Telephone Companies Rates and Charges (Cont'd)31.4 End User Access Service (Cont'd)31.4.17 Federal Universal Service Fund (FUSF) Surcharge - Primary Residence Subscriber, Primary Residence Centrex Subscriber, Single Line Business Subscriber, and Multi-line Payphone Subscriber

	<u>Rate Per Month</u>
Individual line or trunk, each	
(A) Maine, New Hampshire, and Vermont	
(1) Primary Residence Subscriber and Single Line Business Subscriber	\$1.37 (R)
(2) Multiline Payphone Subscriber	\$1.59 (R)

31.4.18 Federal Universal Service Fund (FUSF) Surcharge - Non-Primary Residence Subscriber and Non-Primary Residence Centrex Subscriber

Individual line or trunk, each	
(A) Maine, New Hampshire, and Vermont	\$1.37 (R)

31.4.19 Federal Universal Service Fund (FUSF) Surcharge - BRI ISDN Subscriber

ISDN Basic Service, each	
(A) Maine, New Hampshire, and Vermont	\$2.74 (R)

31.4.20 Federal Universal Service Fund (FUSF) Surcharge - PRI ISDN Subscriber

Digital Transport Facility provided as ISDN Primary Service, each	
(A) Maine, New Hampshire, and Vermont	\$26.16 (R)

31.4.21 Federal Universal Service Fund (FUSF) Surcharge - Multiline Business Subscriber (non-PBX)

Individual line or trunk, each	
(A) Maine, New Hampshire, and Vermont	\$2.53 (R)

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018

ACCESS SERVICE

31. The FairPoint Telephone Companies Rates and Charges (Cont'd)

31.4 End User Access Service (Cont'd)

31.4.22 Federal Universal Service Fund (FUSF) Surcharge - Private Branch Exchange (PBX) Trunk with End User Port Charge (Direct Inward Dialing [DID]/FlexData)

- Individual line or trunk, each

(A) Maine, New Hampshire, and Vermont \$2.89 (R)

31.4.23 Federal Universal Service Fund (FUSF) Surcharge - Private Branch Exchange (PBX) Trunk without End User Port Charge (all other PBX)

- Individual line or trunk, each

(A) Maine, New Hampshire, and Vermont \$2.53 (R)

31.4.24 Federal Universal Service Fund (FUSF) Surcharge - Business Centrex Subscriber (non-ISDN)

(A) Maine, New Hampshire, and Vermont

	<u># Lines</u>	<u>Rate Per Line, Per Month</u>	
Individual Business Centrex Service, each	1	\$2.53	(R)
	2	1.28	(R)
	3	0.84	(R)
	4	0.64	(R)
	5	0.51	(R)
	6	0.43	(R)
	7	0.37	(R)
	8	0.32	(R)
	9 and over	0.29	(R)

31.4.25 Federal Universal Service Fund (FUSF) Surcharge On Other Incidental Charges

An FUSF Surcharge of 0.184 will be applied to the Change in Presubscription Charge. (R)

31.4.26 Federal Universal Service Fund (FUSF) Surcharge Special Access Services FUSF Surcharge

An FUSF Surcharge Factor of 0.184 will be applied to the customer's interstate Special Access monthly charges. (R)

31.4.27 Federal Universal Service Fund (FUSF) Surcharge On Presubscribed Interexchange Carrier Charges

An FUSF Surcharge Factor of 0.184 will be applied to the customer's Presubscribed Interexchange Carrier Charges. (R)

(TR 69)

Issued: March 16, 2018

Effective: March 31, 2018