

ACCESS SERVICE TARIFF

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SECTION 2 –DEFINITIONSCustomer

The carrier that orders from, uses or subscribes to the services in this tariff.

Customer Proprietary Network Information (CPNI)

Information that relates to the quantity, technical configuration, type, destination, location, and amount of use of a telecommunications service subscribed to by any customer of a the Company and that is made available to the Company by the customer solely by virtue of the Company-customer relationship; and information contained in the bills pertaining to telephone exchange service or telephone toll service received by a customer of a carrier; except that such term (CPNI) does not include subscriber list information.

Digital Signal Level 1 (DS1)

The 1.544 Mbps first level signal in the time division multiplex hierarchy. In the time division multiplexing hierarchy of the telephone network, DS1 is the initial level of multiplexing.

Digital Signal Level 3 (DS3)

The 44.736 Mbps third level in the time division multiplex hierarchy. In the time division multiplexing hierarchy of the telephone network, DS3 is defined as the third level of multiplexing.

Direct-Trunked Transport

Dedicated transport from the POI(s) to the Access Tandem. Direct-Trunked Transport rates are not assessed when the POI and Access Tandem are in the same building.

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End Office Switch

A local telephone switching system established to provide local exchange service and/or exchange access services.

End User

A Customer of the Company's local exchange service who is not a carrier. End users can include a resident, business or enhanced service providers (including but not restricted to, internet service providers, conference calling providers, and Voice over Internet Protocol service providers) or other entities

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SECTION 2 –DEFINTIONSEntrance Facility

A Transport facility that provides dedicated transport between the customer's Point of Termination and the Company's POI. The Entrance Facility rate is assessed whether the customer Point of Termination and the POI are in separate locations or in the same building. The Entrance Facility rate is in addition to the rates assessed for Direct Trunked Transport.

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FCC

The Federal Communications Commission

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Grandfathered

Services ordered under the provisions of this tariff but are no longer available to new customers.

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Hub POI

A POI that is used for the purpose of exchanging traffic associated with more than one LATA.

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Individual Case Basis

A condition in which the regulations (if applicable), rates and charges for an offering under the provision of this tariff are developed based on the circumstance in each case.

Local Access and Transport Area (LATA)

A Local Access and Transport Area established pursuant to the Modification of Final Judgment entered by the United States District Court for the District of Columbia in Civil Action No. 82-0192; or any other geographic area designated as a LATA in the NATIONAL EXCHANGE CARRIER ASSOCIATION, Inc.. TARIFF F.C.C. NO. 4.

Local Exchange Routing Guide (LERG)

The telecommunications industry database tool used to provision NPA/NNXs and provide routing information to facilitate call completion.

Local Number Portability (LNP)

The ability to move telephone number(s) from one service provider to another

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SECTION 2 –DEFINTIONSLoss

The value placed on injury or damages due to an accident caused by another's negligence, a breach of contract or other wrongdoing.

Meet Point Billing

When two or more local exchange telephone companies are involved in the provisioning and billing of access services.

MOUs

Minutes of Use

North American Numbering Plan (NANP)

A three-digit area code (also known as a Number Plan Area (NPA), and a seven digit telephone number, made up of a three digit central office code and a four-digit station number. The NANP is administered by the North American Numbering Plan Administrator (NANPA).

Originating Carrier

The carrier whose end user originates a call on the carrier's network or switching equipment.

Percentage of Interstate Usage (PIU)

The interstate jurisdictional use of a telecommunications service, as reported by the customer. This percentage is stated as a whole number percentage (a number from 0 through 100 percent) which is the best estimate of the percentage of the total use of the service that will be interstate in nature by the customer.

Percent of Local Usage (PLU)

The local jurisdictional use of a telecommunications service as reported by the customer. This percentage is stated as a whole number percentage (a number from 0 through 100 percent) which is the best estimate of the percentage of the total use of the service that will be local in nature by the customer.

Point of Interconnection (POI)

A physical location in a LATA where the customer may interconnect with the Company's network, by way of Entrance Facilities, for the purpose of exchanging traffic in that LATA; while a Hub POI is a POI used for the purpose of exchanging traffic associated with more than one LATA. The POI denotes the first Company location to which customer facilities are connected by way of such Entrance Facilities.

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SECTION 2 –DEFINTIONS

Recurring Charges

The charges to the Customer for services, facilities and equipment which continue to apply for duration of the service. These usually occur on a monthly basis.

Service Commencement Date

The first date on which the Company notifies the Customer that the requested service or facility is available for use, unless extended by the Customer's refusal to accept service which does not conform to standards set forth in the Service Order or this tariff, in which case the Service Commencement Date is the date of the Customer's acceptance. The Company and the Customer may mutually agree on a substitute Service Commencement Date.

Service Order

The request for access services, written, electronic, implied or executed by the Customer and the Company in the format devised by the Company.

Shared

A facility or equipment system or subsystem that can be used simultaneously by several customers.

Signaling Transfer Point (STP)

A specialized switch that provides SS7 network access and performs SS7 message routing and screening.

Terminating Carrier

The carrier who terminates a call to the carrier's end user on the carrier's network or switching equipment.

Termination Point

The point of demarcation within a customer designated premises or point of interconnection at which the Company's responsibility for the provision of service ends.

Wire Center

A building in which one or more end office switches or POIs, used for the provision of Exchange Services, are located.

V and H Coordinates Method

A method of computing the distance, in airline miles, between two point by utilizing an established formula which is based on the vertical and horizontal coordinates of the two points.

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SECTION 5 – ACCESS SERVICE ORDER5.1 General

An Access Service Order is used by the Company to provide a Customer Access Service. A Customer may order any number of services of the same type and between the same premises on a single Access Order. All details for services for a particular order must be identical except for those for multipoint service. Where no service order is placed to initiate service, a party shall be deemed a Customer for receipt of service in all circumstance in which such party knew or should have known that service was being provided. Failure to object to the provisioning of service after receipt of a bill identifying such service shall establish conclusively that such service was ordered.

When placing an order for Access Service, the Customer shall provide to the Company the order information required in Section 5.2 in addition to the following:

- Customer name and premises address (es).
- Billing name and address (when different from Customer name and address).
- Customer contact name(s) and telephone number(s) for the following provisioning activities: order negotiation, order confirmation,
- interactive design, installation and billing.

5.2 Ordering Requirements

When ordering Switched Access service, the Customer must specify whether the service is to be provided as Direct Trunked Transport and/or Common Transport (customer specification of facilities will not impede the flow of traffic via Common Transport and related charges). (T)
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When all or a portion of service is ordered as Direct Trunked Transport, the Customer must specify the type and quantity of Direct Trunked Transport Facility (i.e., High Capacity DS1). The Customer must also specify the type of Entrance Facility to be used for Switched Access (e.g., High Capacity). For High Capacity Entrance Facilities, the Customer must specify the facility assignment and the channel assignment for each trunk.

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SECTION 6 - SWITCHED ACCESS SERVICE6.1.2 Rate Categories (cont'd)(A) Switched Transport (cont'd)(1) Entrance Facility

One Entrance Facility charge applies for each point of termination. This charge will apply even if the customer-designated premises and the serving wire center are collocated in a Company building. The Entrance Facility rate is assessed whether the customer Point of Termination and the POI are in separate locations or in the same building. The Entrance Facility rate is in addition to the rates assessed for Direct Trunked Transport. Application of Direct Trunked Transport rates when connecting through an optional Hub POI or Alternative Access Tandem is described in Section 6.2(C) below.

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SECTION 6 - SWITCHED ACCESS SERVICE6.1.2 Rate Categories (cont.)(A) Switched Transport (cont'd)

(2) Direct Trunked Transport

Direct Trunked Transport rates consist of a Direct Trunked Facility rate which is applied on a per mile basis and a Direct Trunked Termination rate which is applied at each end of each measured segment of the Direct Trunked Facility (e.g., at the end office, POI, Hub POI, access tandem, alternative access tandem, serving wire center, etc.). When the Direct Trunked Facility mileage is zero, the Direct Trunked Termination per mile rate will not apply. Application of Direct Trunked Transport rates when connecting through an optional Hub POI or Alternative Access Tandem is described in Section 6.2(C) below.

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(3) Optional Features

Where transmission facilities permit, the individual transmission paths between the Customers's designated premises and the first point of switching may, at the option of the Customer, be provided with the following optional features as set forth and described in 6.5 following.

- Supervisory Signaling
- Customer Specified Entry Switch Receive Level
- Customer Specification of Local Transport Termination
- Signaling System 7 (SS7) Signaling

(4) Termination and Transport

Termination and transport service is comprised of the connections and facilities between the Company's end office or tandem switches and a Customer's point of presence.

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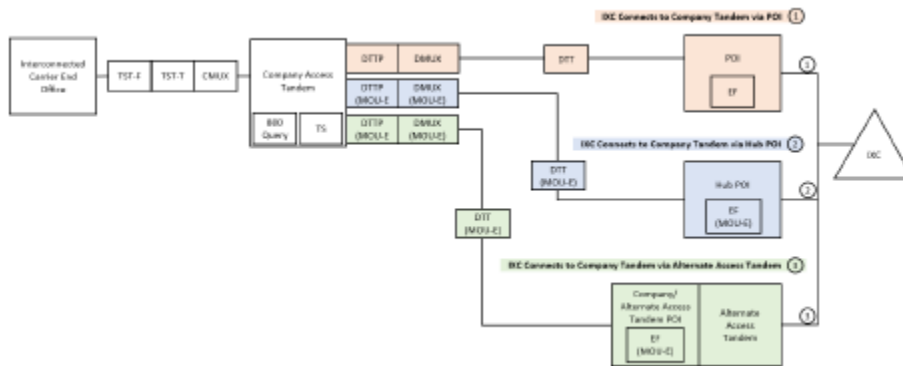
SECTION 6 - SWITCHED ACCESS SERVICE6.2 Application of Access Charges When Connecting via Optional Hub POI or Alternate Access Tandem

- (C)
- A. When exchanging traffic via a Hub POI or Alternative Access Tandem, monthly recurring rates for dedicated services (Entrance Facility, Direct Trunked Transport, Dedicated Multiplexing, and Dedicated Tandem Trunk Port) will be assessed on a minute-of-use equivalent (MOU-E) basis using the monthly recurring rates identified herein with a monthly usage factor or 216,000 MOU per DS1-equivalent circuit per month. Mileage-sensitive dedicated services rate components will be calculated using actual miles between (1) the Hub POI or the Alternate Access Tandem and (2) the Company Access Tandem, not to exceed 10 miles. MOU-E rates for dedicated services will be based on the rates associated with the relevant end office associated with the origination/termination of traffic rather than the physical location of the Hub POI. Hub POIs are offered at the Company's discretion. The Company must agree in advance to a particular Hub POI arrangement and the LATAs with which traffic can be exchanged via such Hub POI arrangement.
- B. Dedicated Tandem Trunk Port MOU-E rates will be derived from the Company tariffed rate per DS1; Dedicated Multiplexing MOU-E rates will be derived from the Company tariffed rate for multiplexing arrangement (DS3/DS1); and Entrance Facility and Direct-Trunked Transport MOU-E rates will be derived from the Company tariffed rate per DS3.
- C. Rate Application Example
- MOU-E rates applicable to access minutes originating from, or terminating to, an End User in Miami, FL, that traverse a Company Access Tandem by way of a Hub POI or Alternate Access Tandem:
- | | |
|---------------------------|--|
| Entrance Facility (MOU-E) | per DS3 Entrance Facility (Section 8.1.4) divided by 28 (DS1s per DS3) divided by 216,000 (MOU per DS1 per month conversion) |
| DTT-Fixed (MOU-E) | per DS3 DTT-Fixed (Section 8.1.4) divided by 28 (DS1s per DS3) divided by 216,000 (MOU per DS1 per month conversion) |
| DTT-per mile (MOU-E) | per DS3 DTT per mile (Section 8.1.4) divided by 28 (DS1s per DS3) divided by 216,000 (MOU per DS1 per month conversion) multiplied by applicable mileage |
| DMUX (MOU-E) | per multiplexing arrangement (Section 8.1.4) divided by 28 (DS1s per DS3) divided by 216,000 (MOU per DS1 per month conversion) |
| DTTP (MOU-E) | per DS1 DTTP (Section 8.1.5) divided by 216,000 (MOU per DS1 per month conversion) |
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SECTION 6 - SWITCHED ACCESS SERVICE6.2 Application of Access Charges When Connecting via Optional Hub POI or Alternate Access Tandem

D. Access Diagrams



| Element | Element Description |
|-----------|---|
| 800 Query | 8YY Database Query Charge (where it occurs) |
| TST-T | Tandem Switched Transport - Termination |
| TST-F | Tandem Switched Transport - Facility |
| CMUX | Common Transport Multiplexing |
| TS | Tandem Switching |
| DTTP | Dedicated Tandem Trunk Port |
| DMUX | Dedicated Multiplexing |
| DTT | Direct-Trunked Transport - Fixed and Per Mile |
| EF | Entrance Facility |

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SECTION 6 - SWITCHED ACCESS SERVICE6.6 Rate Regulations

This section contains the specific regulations governing the rates and charges that apply for Switched Access Service.

Notwithstanding the Rate Regulations in this Section 6.6, application of rates and charges when connecting via Optional Hub POI or Alternative Access Tandem is described in Section 6.2(C) above.

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6.6.1 Rate Zones

Rate zones may be applicable to all Switched Access Service rate categories when determining rates in LEC territories that use zone pricing.

- Entrance Facility rates are dependent upon the zone assignment of the Serving Wire Center.
- Direct Trunked Termination and Common Transport Termination rates are dependent upon the assignment of the Serving Wire Center and the Company access tandem or the end office.
- Direct Trunked Transport and Common Transport that is computed between wire centers in different rate zones will be assigned the rates in the higher rate zone.
- Network blocking rates will be determined by the designation of the end office.

6.6.2 Description and Application of Rates and Charges

There are three types of rates and charges that apply to Switched Access Service. These are recurring rates, usage rates and nonrecurring charges. These rates and charges are applied directly to various rate elements as set forth following.

(A) Recurring Rates

Recurring rates are flat rates that apply each month or fraction thereof that a specific rate element is provided. For billing purposes, each month is considered to have 30 days.

(B) Usage Rates

Usage rates are rates that apply only when a specific rate element is used. These are applied on a per occurrence (e.g., access minute, message call or query) basis. Usage rates are accumulated over a monthly period.

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SECTION 8 – RATES AND CHARGES8.1 Rates and Charges8.1.4 Local Transport

The Company's rates for DS1 and DS3 Entrance Facility, DS1 and DS3 Direct Trunked Transport, and Dedicated DS3 to DS1 Multiplexing are shown below. Application of Entrance Facility, Direct Trunked Transport and Dedicated Multiplexing rates when connecting through an optional Hub POI or Alternative Access Tandem is described in Section 6.2(C) above.

(A) Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee

| <u>Entrance Facility</u> | <u>Monthly</u> | <u>NRC</u> |
|--|----------------|------------|
| DS3 (Standard) – first | \$1,515.55 | \$870.50 |
| DS3 (Standard) – add'l | \$1,515.55 | \$427.88 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – first | \$1,833.82 | \$870.50 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – add'l | \$1,667.11 | \$427.88 |
| DS1 (Standard) – first | \$175.00 | \$750.00 |
| DS1 (Standard) – add'l | \$175.00 | \$300.00 |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – first | \$211.75 | \$750.00 |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – add'l | \$211.75 | \$300.00 |
| <u>Direct Trunked Transport</u> | | |
| DS3 – Fixed (Standard) | \$972.54 | \$67.19 |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility) | \$1,176.77 | \$67.19 |
| DS3 – Per Mile (Standard) | \$97.25 | |
| DS3 – Per Mile (MSAs w/ Phase II Pricing Flexibility) | \$117.67 | |
| DS1 – Fixed (Standard) | \$92.15 | \$100.49 |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility) | \$96.80 | \$100.49 |
| DS1 – Per Mile (Standard) | \$18.65 | |
| DS1 – Per Mile (MSAs w/ Phase II Pricing Flexibility) | \$22.57 | |
| <u>Dedicated Multiplexing</u> (Standard) – first | \$744.95 | \$145.45 |
| Dedicated Multiplexing (Standard) – add'l | \$744.95 | \$584.50 |
| Dedicated Multiplexing (MSAs w/ Phase II Pricing Flexibility), first | \$872.77 | \$145.45 |
| Dedicated Multiplexing (MSAs w/ Phase II Pricing Flexibility), add'l | \$872.77 | \$584.80 |

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SECTION 8 – RATES AND CHARGES8.1 Rates and Charges (cont'd)8.1.4 Local Transport (cont'd)(B) Arkansas, Kansas, Missouri, Oklahoma, and Texas

| <u>Entrance Facility</u> | <u>Monthly</u> | <u>NRC</u> | (C) |
|---|-------------------------|------------|-----|
| DS3 (Standard) – first | \$1,136.40 ¹ | \$605.00 | |
| DS3 (Standard) – add'l | \$1,136.40 | \$496.00 | |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – first | \$2,359.50 | \$340.31 | |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – add'l | \$2,359.50 | \$279.00 | |
| DS1 (Standard) – first | \$98.64 | \$600.00 | |
| DS1 (Standard) – add'l | \$98.64 | \$456.00 | |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – first | \$242.00 | \$337.50 | |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – add'l | \$242.00 | \$256.50 | |
| <u>Direct Trunked Transport</u> | | | |
| DS3 – Fixed (Standard), first | \$490.12 ² | \$473.00 | |
| DS3 – Fixed (Standard), add'l | \$490.12 | \$341.00 | |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility), first | \$907.50 | \$266.06 | |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility), add'l | \$907.50 | \$191.81 | |
| DS3 – Per Mile (Standard) | \$43.24 ³ | | |
| DS3 – Per Mile (MSAs w/ Phase II Pricing Flexibility) | \$127.05 | | |
| DS1 – Fixed (Standard), first | \$28.84 | \$408.00 | |
| DS1 – Fixed (Standard), add'l | \$28.84 | \$314.00 | |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility), first | \$78.65 | \$229.50 | |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility), add'l | \$78.65 | \$176.63 | |
| DS1 – Per Mile (Standard) | \$5.79 | | |
| DS1 – Per Mile (MSAs w/ Phase II Pricing Flexibility) | \$19.00 | | |
| <u>Dedicated Multiplexing</u> (Standard) ⁴ | \$556.00 | \$202.00 | (C) |
| Dedicated Multiplexing (MSAs w/ Phase II Pricing Flexibility) | \$907.50 | \$113.63 | |

¹ Kansas monthly rate for Entrance Facility DS3 (Standard) is \$1,135.00.² Kansas monthly rate for Direct Trunked Transport DS3 (Standard) is \$440.00, and Oklahoma and Texas monthly rate for Direct Trunked Transport DS3 (Standard) is \$556.00.³ Kansas monthly rate for Direct Trunked Transport DS3 (Standard) – mileage is \$41.25.⁴ Kansas monthly rate for Dedicated Multiplexing is \$815.00.

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SECTION 8 – RATES AND CHARGES8.1 Rates and Charges (cont'd)8.1.4 Local Transport (cont'd)(C) Illinois, Indiana, Michigan, Ohio, and Wisconsin

| <u>Entrance Facility</u> | <u>Monthly</u> | <u>NRC</u> | <u>Monthly Extension</u> |
|--|----------------|------------|--------------------------|
| DS3 (Standard) – first | \$707.40 | \$2,038.00 | \$1,270.00 |
| DS3 (Standard) – add'l | \$707.40 | \$1,963.00 | \$1,270.00 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – IL, first | \$2,447.50 | \$1,146.38 | \$3,993.00 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – IL, add'l | \$2,447.50 | \$1,104.19 | \$3,993.00 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – IN & WI, first | \$2,524.50 | \$1,146.38 | \$4,114.00 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – IN & WI, add'l | \$2,524.50 | \$1,104.19 | \$4,114.00 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – MI & OH, first | \$2,502.50 | \$1,146.38 | \$4,053.50 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) – MI & OH, add'l | \$2,502.50 | \$1,104.19 | \$4,053.50 |
| DS1 (Standard) – first | \$161.00 | \$1,246.00 | |
| DS1 (Standard) – add'l | \$161.00 | \$1,186.00 | |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – IL, first | \$314.60 | \$700.87 | |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – IL, add'l | \$314.60 | \$667.12 | |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – IN & WI, first | \$338.00 | \$700.87 | |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – IN & WI, add'l | \$338.00 | \$667.12 | |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – MI & OH, first | \$332.75 | \$700.87 | |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – MI & OH, add'l | \$332.75 | \$667.12 | |
| <u>Direct Trunked Transport</u> | | | |
| DS3 – Fixed (Standard), first | \$133.92 | \$478.00 | \$357.00 |
| DS3 – Fixed (Standard), add'l | \$133.92 | \$403.00 | \$357.00 |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility), IL first | \$346.50 | \$268.88 | \$738.10 |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility), IL add'l | \$346.50 | \$226.69 | \$738.10 |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility), IN & WI, first | \$368.50 | \$268.88 | \$762.30 |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility), IN & WI, add'l | \$368.50 | \$226.69 | \$762.30 |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility), MI & OH, first | \$357.50 | \$268.88 | \$750.20 |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility), MI & OH, add'l | \$357.50 | \$226.69 | \$750.20 |
| DS3 – Per Mile (Standard) | \$21.60 | | \$57.30 |
| DS3 – Per Mile (MSAs w/ Phase II Pricing Flexibility), IL | \$115.50 | | \$237.16 |
| DS3 – Per Mile (MSAs w/ Phase II Pricing Flexibility), IN & WI | \$243.21 | | \$119.90 |
| DS3 – Per Mile (MSAs w/ Phase II Pricing Flexibility), MI & OH | \$239.58 | | \$117.70 |
| DS1 – Fixed (Standard), first | \$34.15 | \$324.00 | |
| DS1 – Fixed (Standard), add'l | \$34.15 | \$264.00 | |

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SECTION 8 – RATES AND CHARGES8.1 Rates and Charges (cont'd)8.1.4 Local Transport (cont'd)(C) Illinois, Indiana, Michigan, Ohio, and Wisconsin (cont'd)

| | <u>Monthly</u> | <u>NRC</u> |
|--|----------------|------------|
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility), IL first | \$120.40 | \$182.25 |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility), IL add'l | \$120.40 | \$148.50 |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility), IN & WI, first | \$124.63 | \$182.25 |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility), IN & WI, add'l | \$124.63 | \$148.50 |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility), MI & OH, first | \$122.21 | \$182.25 |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility), MI & OH, add'l | \$122.21 | \$148.50 |
| DS1 – Per Mile (Standard) | \$14.51 | |
| DS1 – Per Mile (MSAs w/ Phase II Pricing Flexibility), IL | \$33.88 | |
| DS1 – Per Mile (MSAs w/ Phase II Pricing Flexibility), IN & WI | \$34.12 | |
| DS1 – Per Mile (MSAs w/ Phase II Pricing Flexibility), MI & OH | \$34.00 | |
| <u>Dedicated Multiplexing</u> (Standard) | \$515.00 | |
| Dedicated Multiplexing (MSAs w/ Phase II Pricing Flexibility), IL | \$943.80 | |
| Dedicated Multiplexing (MSAs w/ Phase II Pricing Flexibility), IN & WI | \$968.00 | |
| Dedicated Multiplexing (MSAs w/ Phase II Pricing Flexibility), MI & OH | \$961.95 | |

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ACCESS SERVICE TARIFF

SECTION 8 – RATES AND CHARGES8.1 Rates and Charges (cont'd)8.1.4 Local Transport (cont'd)(D) California

| <u>Entrance Facility</u> | <u>Monthly</u> | <u>NRC</u> |
|---|----------------|-------------|
| DS3 (Standard) | \$900.00 | \$31,000 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) | \$2,662.00 | \$17,437.50 |
| DS1 (Standard) – first | \$72.00 | \$192.50 |
| DS1 (Standard) – add'l | \$72.00 | \$77.00 |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – first | \$165.77 | \$140.63 |
| DS1 (MSAs w/ Phase II Pricing Flexibility) – add'l | \$165.77 | \$56.25 |
| <u>Direct Trunked Transport</u> | | |
| DS3 – Fixed (Standard) | \$234.00 | |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility) | \$511.53 | |
| DS3 – Per Mile (Standard) | \$11.90 | |
| DS3 – Per Mile (MSAs w/ Phase II Pricing Flexibility) | \$26.26 | |
| DS1 – Fixed (Standard) | \$29.46 | |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility) | \$59.29 | |
| DS1 – Per Mile (Standard) | \$3.76 | |
| DS1 – Per Mile (MSAs w/ Phase II Pricing Flexibility) | \$12.22 | |
| <u>Dedicated Multiplexing</u> (Standard) | \$283.04 | |
| Dedicated Multiplexing (MSAs w/ Phase II Pricing Flexibility) | \$381.15 | |

(E) Nevada

| <u>Entrance Facility</u> | <u>Monthly</u> | <u>NRC</u> |
|---|----------------|------------|
| DS3 (Standard) | \$1,560.00 | \$1,950.70 |
| DS3 (MSAs w/ Phase II Pricing Flexibility) | \$2,571.25 | \$1,950.70 |
| DS1 (Standard) | \$36.06 | \$585.66 |
| DS1 (MSAs w/ Phase II Pricing Flexibility) | \$150.71 | \$585.66 |
| <u>Direct Trunked Transport</u> | | |
| DS3 – Fixed (Standard) | \$134.65 | |
| DS3 – Fixed (MSAs w/ Phase II Pricing Flexibility) | \$420.48 | |
| DS3 – Per Mile (Standard) | \$20.40 | |
| DS3 – Per Mile (MSAs w/ Phase II Pricing Flexibility) | \$47.19 | |
| DS1 – Fixed (Standard) | \$17.92 | |
| DS1 – Fixed (MSAs w/ Phase II Pricing Flexibility) | \$63.53 | |
| DS1 – Per Mile (Standard) | \$3.30 | |
| DS1 – Per Mile (MSAs w/ Phase II Pricing Flexibility) | \$10.89 | |
| <u>Dedicated Multiplexing</u> (Standard) | \$131.25 | |
| Dedicated Multiplexing (MSAs w/ Phase II Pricing Flexibility) | \$574.75 | |

ACCESS SERVICE TARIFF

SECTION 8 – RATES AND CHARGES8.1 Rates and Charges (cont'd)8.1.4 Local Transport (cont'd)

- (F)
- Arizona, Colorado, Iowa, Idaho, Minnesota, Montana, Nebraska, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming

| <u>Entrance Facility</u> | <u>Monthly</u> | <u>NRC</u> |
|---|----------------|------------|
| DS3 (Standard) | \$1,083.53 | \$313.25 |
| DS1 (Standard) | \$92.18 | \$313.25 |
| <u>Direct Trunked Transport</u> | | |
| DS3 – Fixed (Standard) | \$201.77 | |
| DS3 – Fixed (Standard) – ID, MT, ND, UT, WY | \$412.09 | |
| DS3 – Per Mile (Standard) | \$24.95 | |
| DS3 – Per Mile (Standard) – ID, MT, ND, UT, WY | \$45.79 | |
| DS1 – Fixed (Standard) | \$57.70 | |
| DS1 – Per Mile (Standard) | \$7.23 | |
| <u>Dedicated Multiplexing</u> (Standard) | \$252.37 | \$200.00 |

- (G)
- Connecticut, District of Columbia, Delaware, Massachusetts, Maryland, New Jersey, New York, Pennsylvania, Rhode Island, Virginia

| <u>Entrance Facility</u> | <u>Monthly</u> | <u>NRC</u> |
|---|----------------|------------|
| DS3 (Standard) | \$2,310.00 | \$1.00 |
| DS1 (Standard), first | \$190.00 | \$355.00 |
| DS1 (Standard), add'l | \$190.00 | \$220.00 |
| <u>Direct Trunked Transport</u> | | |
| DS3 – Fixed (Standard) | \$950.00 | |
| DS3 – Per Mile (Standard) | \$185.00 | |
| DS1 – Fixed (Standard) | \$85.00 | |
| DS1 – Per Mile (Standard) | \$24.25 | |
| <u>Dedicated Multiplexing</u> (Standard) | \$900.00 | \$1.00 |

ACCESS SERVICE TARIFF

SECTION 8 – RATES AND CHARGES8.1 Rates and Charges (cont'd)8.1.4 Local Transport (cont'd)(H) Maine, New Hampshire, Vermont

| <u>Entrance Facility</u> | <u>Monthly</u> | <u>NRC</u> |
|--|----------------|------------|
| DS3 (Standard) | \$2,310.00 | \$1.00 |
| DS1 (Standard), first | \$190.00 | \$275.00 |
| DS1 (Standard), add'l | \$190.00 | \$165.00 |
| <u>Direct Trunked Transport</u> | | |
| DS3 – Fixed (Standard) | \$825.00 | |
| DS3 – Per Mile (Standard) | \$161.25 | |
| DS1 – Fixed (Standard) | \$70.00 | |
| DS1 – Per Mile (Standard) | \$20.45 | |
| <u>Dedicated Multiplexing</u> (Standard) | \$775.00 | \$1.00 |

(I) West Virginia

| <u>Entrance Facility</u> | <u>Monthly</u> | <u>NRC</u> |
|--|----------------|------------|
| DS3 (Standard) | \$2,310.00 | \$1.00 |
| DS1 (Standard), first | \$190.00 | \$355.00 |
| DS1 (Standard), add'l | \$190.00 | \$220.00 |
| <u>Direct Trunked Transport</u> | | |
| DS3 – Fixed (Standard) | \$825.00 | |
| DS3 – Per Mile (Standard) | \$161.25 | |
| DS1 – Fixed (Standard) | \$80.00 | |
| DS1 – Per Mile (Standard) | \$22.00 | |
| <u>Dedicated Multiplexing</u> (Standard) | \$775.00 | \$1.00 |

(J) Transit TrafficRate Per MOU

All States

\$0.0025

ACCESS SERVICE TARIFF

SECTION 8 – RATES AND CHARGES8.1 Rates and Charges (cont'd)8.1.4 Local Transport (cont'd)K) Non-chargeable Optional Features

(T)

1) Supervisory Signaling

DX Supervisory Signaling arrangement

- Per Transmission Path

SF Supervisory Signaling arrangement

- Per Transmission Path

E&M Type I Supervisory Signaling arrangement

- Per Transmission Path

E&M Type II Supervisory Signaling arrangement

- Per Transmission Path

E&M Type III Supervisory Signaling arrangement

- Per Transmission Path

2) Signaling System 7

- Per signaling connection arranged

3) 64 kbps Clear Channel Capability

- Per Transmission Path

4) Customer specification of the receive transmission level at the first point of switching within a range acceptable to the Company

- Per Transmission Path

L) Service Rearrangement

(T)

Change in Point Code

Non-Recurring

\$200