

FLORIDA PUBLIC SERVICE COMMISSION

Fletcher Building  
101 East Gaines Street  
Tallahassee, Florida 32399-0850

MEMORANDUM

July 23, 1992

TO : DIRECTOR, DIVISION OF RECORDS AND REPORTING

FROM : DIVISION OF COMMUNICATIONS [SHELPER, WIDELL, SIMMONS] *Raw* *SAS* *RWD*  
DIVISION OF LEGAL SERVICES [GREEN] *US* *TR*

RE : DOCKET NO. 911185-TL - EAS - REQUEST FOR EXTENDED AREA  
SERVICE BETWEEN ALL EXCHANGES WITHIN VOLUSIA COUNTY BY  
VOLUSIA COUNTY COUNCIL.

AGENDA: AUGUST 4, 1992 - CONTROVERSIAL - PARTIES MAY PARTICIPATE  
PROPOSED AGENCY ACTION

CRITICAL DATES: NONE

SPECIAL INSTRUCTIONS: REQUEST BY PARTIES IN DOCKET TO HAVE THIS  
ITEM PLACED AT THE END OF THE AGENDA

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CASE BACKGROUND

**Exchange Information:**

- This docket was initiated pursuant to a resolution by the County Council of Volusia County for countywide toll-free calling. Volusia County consists of the following exchanges: Daytona Beach, Debary, Deland, DeLeon Springs, New Smyrna Beach, Oak Hill, Orange City, Pierson, and Sanford (pocket). Daytona, Deland, Deleon Springs, New Smyrna Beach, Oak Hill and Pierson exchanges are located in the Daytona Beach LATA and Orange City, Debary and Sanford exchanges are located in the Orlando LATA. Southern Bell provides service to all the exchanges except Orange City, which is served by United Telephone. Attachment A is a map of the involved exchanges and Attachment B contains pertinent exchange data.

**Pertinent Orders:**

- By Order No. 25675, issued February 3, 1992, the Commission required Southern Bell and United to conduct traffic studies on these routes. By Order No. PSC-92-0085-PCO-TL, the Commission granted Southern Bell and United's motions for extension of time to complete the required traffic study. In addition, by Order No. PSC-92-0471-PCO-TL, the Commission

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granted Southern Bell's second motion for extension of time to complete the required tariff study. By Order No. PSC-92-0694-CFO-TL, the Commission granted Southern Bell and United's request for confidential treatment of the intraLATA and interLATA traffic data filed by the companies in this docket.

**Demographic Description:**

• **DAYTONA BEACH:**

This exchange covers some 243 square miles of Eastern Volusia County. Tourism, which is the county's main industry is concentrated primarily in this exchange as is the population (approximately 60% of the county's population is in Daytona Beach). Attractions such as the world famous beach, the Daytona Speedway and the area's mild climate attract many winter residents and are a few of the reasons this exchange has continued to grow and prosper. Most of the area's industry and shopping is also concentrated in this exchange.

• **DEBARY:**

This exchange is located in southwest Volusia County and serves primarily as a bedroom community for metropolitan Orlando. Residential growth has been strong in recent years and the area had the highest percentage population growth in the County. Recent efforts to incorporate the area will eventually succeed as the rapid growth in the area needs local control.

• **DELAND:**

This exchange serves some 123 square miles in western Volusia County. The county government system (county seat) is centered in this exchange and most of western Volusia's business and industry is located there. Stetson University is located in downtown Deland and has contributed significantly to the growth of the area. As metropolitan Orlando continues to grow to the north, its importance to the growth of the Deland area is expected to increase over time.

• **DELEON SPRINGS:**

This exchange covers some 42 square miles of western Volusia County. The area is primarily a bedroom community for Deland but does have citrus and fern industries providing an economic base for the exchange. Deland's growth rate will more or less dictate that of DeLeon Springs.

- **NEW SMYRNA BEACH:**  
This exchange covers some 192 square miles of southeast Volusia County. Recognized as "The Beach" of Orlando, this exchange has an abundance of second homes and has a seasonal population peak in March of each year. The small town atmosphere coupled with the fact that it is a short drive to Orlando and Daytona Beach make the growth prospects very good for this exchange.
- **OAK HILL:**  
This exchange covers some 92 square miles in southeast Volusia County. The area is very rural in nature and has very few businesses. Commercial fishing is the only industry and most of the population commutes to Titusville and New Smyrna Beach for employment. The area has historically taken an anti-growth position and we are continuing to project slow growth for the exchange.
- **ORANGE CITY:**  
This exchange is located in western Volusia Country and is approximately 25 miles from Daytona Beach, 23 miles from New Smyrna Beach, 23 miles from Pierson and 28 miles from Oak Hill. The area serves as a bedroom community both for Deland and Orlando. Orange City is made up of three communities, which are Lake Helen, Deltona, and Orange City. The economy is primarily service related with several light industries employing a number of the residents. The nature of this exchange is changing from what was once considered to be primarily a retirement community , to a younger family oriented resident base. In the Deltona area many of these residents work in Seminole or Orange County.
- **PIERSON:**  
This exchanges serves some 129 square miles in northwestern Volusia County. The fern industry supports the economic base of this rural area along with forestry and the cattle business. The St. John's River is an attraction for the seasonal winter residents. Growth has been and is projected to be slow.
- **SANFORD:**  
This exchange is centered in Seminole County, but also serves some 105 square miles in Volusia County. Survey's that Southern Bell has taken in the past indicate the people living in Volusia County and served from the Sanford exchange want to keep it that way as their primary community of interest was with Sanford. This is rural in nature and has very few

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businesses located there. Indeed, most of the Sanford exchange population, business and all of the industry are located in Seminole County.

**DISCUSSION OF ISSUES**

**ISSUE 1:** Do the calling rates on any of the toll routes considered in this docket qualify for a survey for nonoptional, flat rate, two-way toll free calling?

**RECOMMENDATION:** Yes. Calling rates on the New Smyrna Beach/Daytona Beach route are sufficient to warrant a survey for nonoptional, flat rate, two-way toll free calling. The Commission should order a survey of customers in the New Smyrna Beach exchange at the rates shown in issue 2, for the 25/25 plan with regrouping which is a nonoptional, flat rate, two-way EAS plan. The survey should be conducted within thirty days of the effective date of the order on this recommendation.

In addition, the existing OEAS plan should be discontinued at the time the EAS is implemented, if the survey passes. If the survey passes, the EAS plan should be implemented within twelve months of the Commission's order approving the survey. Southern Bell should also obtain staff's approval of the survey letter.

**ALTERNATIVE RECOMMENDATION:** The Commission should take no action at this time. This request should be moved into the Southern Bell Rate Case.

**STAFF ANALYSIS:** The calling volumes on the New Smyrna Beach/Daytona Beach route have been filed with a request for confidential classifications. The calling rates for Southern Bell and United's intraLATA and interLATA routes have not been presented in this recommendation. The data, however, is available for review by the Commissioners.

The one-way calling volumes on the New Smyrna Beach to Daytona Beach route as determined by the traffic study are sufficient to qualify for a survey for a nonoptional plan under Rule 25-4.060(2), F.A.C., which requires a calling rate of at least three M/M/M's in cases where the petitioning exchange contains less than half the number of access lines as the exchange to which EAS is desired. This rule further requires that at least 50% of the subscribers in the petitioning exchange make two or more calls per month to the larger exchange to qualify for traditional EAS. Both of these requirements are met on the New Smyrna Beach to Daytona Beach route. Therefore, New Smyrna Beach subscribers should be surveyed for traditional EAS under the 25/25 plan with regrouping at the rates shown in Issue 2. The survey should begin within 30 days of the date the Commission's order becomes final. The survey letter should be submitted to staff in adequate time for approval prior to

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mailing.

In all recent EAS dockets in which calling volumes were sufficient to warrant consideration of non-optional, flat rate, toll free calling the Commission has approved surveys on the 25/25 plan with regrouping rather than regrouping alone. Under the 25/25 plan with regrouping subscribers are charged two additives to their standard monthly rates. The 25/25 additive is twenty-five percent (25%) of the rate group schedule for the number of access lines to be newly included in the exchange's calling scope. The regrouping additive is the difference in rates between the exchange's original rate group and the new rate group into which the exchange will fall with its expanded calling scope.

The New Smyrna Beach exchange subscriber's rates will increase, therefore they should be surveyed pursuant to Rule 25-4.063, Florida Administration Code.

If the New Smyrna Beach survey passes, Daytona Beach will also realize a rate increase due to regrouping. Currently Daytona Beach has 118,154 access lines and New Smyrna Beach has 27,716. If the survey passes, Daytona Beach will exceed its current rate group (5) of 55,001 - 120,000 access lines increasing rates for Daytona Beach customers by \$.35 for R-1, \$1.05 for B-1, and \$2.31 for PBX. Staff does not believe that the Daytona Beach exchange should be surveyed for EAS because it currently lacks only 1,846 access lines before it regroups anyway. The regrouping should not take place until the next directory date, which is consistent with Rule 25-4.56 (Regrouping) which states that the effective date of the proposed rate change shall be the effective date of the next directory for the affected exchange or sixty days after the date of filing the tariff, whichever is later. The next directory for Daytona Beach is scheduled for January 1993, therefore the regrouping should not take place until January 1993.

The survey of the New Smyrna Beach customers should be conducted within thirty days of the effective date of the order on this recommendation. The existing OEAS plan between Daytona Beach and New Smyrna Beach should be discontinued at the time the EAS is implemented, if the survey passes. If the survey passes, the EAS plan should be implemented within twelve months of the Commission's order approving the survey. In addition, Southern Bell should obtain staff's approval of the survey letter.

The local calling scope for these exchanges is detailed on Attachment B.

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**ALTERNATIVE STAFF ANALYSIS:** In the alternative, staff recommends that this docket should be handled in the Southern Bell Rate Case (Docket No. 920260-TL). A proceeding where the Company's overall earnings and rates are being reviewed provides an appropriate forum for addressing EAS needs. This also offers the Company the advantage of addressing EAS needs in a proceeding where alternative toll relief options can be proposed and reviewed; and the Company's revenue losses can be taken into account.

In addition, in its rate case Southern Bell has proposed a plan which could provide an option to address EAS. The Commission took similar action in Docket No. 911034-TL, in May, regarding the request by the Broward Board of County Commissioners for EAS between Fort Lauderdale, Hollywood, North Dade and Miami.

**ISSUE 2:** At what rates should the non-optional, flat rate, two-way, toll free calling for the New Smyrna Beach/Daytona Beach route be surveyed?

**RECOMMENDATION:** Non-optional, flat rate, two-way, toll free calling should be surveyed for the New Smyrna Beach/Daytona Beach route under the 25/25 plan with regrouping at the following monthly rates:

R-1 \$11.35      B-1 \$30.86      PBX \$69.41

**STAFF ANALYSIS:** If the Commission orders Southern Bell to survey its New Smyrna Beach subscribers for non-optional, flat rate, two-way, toll free calling, under the 25/25 plan with regrouping between the New Smyrna Beach exchange and the Daytona Beach exchange, the new rates at which the New Smyrna Beach exchange should be surveyed are as follows:

Present Rates	25/25 Additive	Regroup	Total Additive	New Rates
R-1 \$ 8.40	\$ 2.20	\$ .75	\$ 2.95	\$ 11.35
B-1 \$ 22.90	5.96	2.00	7.96	30.86
PBX \$ 51.59	13.42	4.40	17.82	69.41

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The 25/25 additive shown above was derived by first calculating the additional calling scope for the New Smyrna Beach subscribers. The number of access lines by which the calling scope of the New Smyrna Beach exchange will increase is simply the number of access lines in the Daytona Beach exchange (118,154). This number of access lines was then applied to Southern Bell's rate group schedule. The additional calling scope would fall into rate group V and the 25/25 additive computes to be R-1 \$2.20, B-1 \$5.96, and PBX \$13.42.

With the addition of 118,154 access lines to the current calling scope in the New Smyrna Beach exchange of 29,514 access lines, the new total would be 147,668 which would regroup this exchange from rate group 4 to rate group 6 (rates are based on rate group 6 since that is the rate group New Smyrna Beach will be in if the survey passes)

**ISSUE 3:** Should any alternative plan be offered on any of the other toll routes considered in this docket?

**RECOMMENDATION:** Yes. Routes found on Table A below should be rated at \$.25 per call, regardless of call duration. These calls should be furnished on a seven-digit basis. Non-LEC pay telephone providers should charge end users \$.25 as if the calls were local, and the providers will pay the standard measured usage rate to the LEC. Southern Bell and United should be ordered to implement this change within six (6) months of the final order in this docket.

The existing routes with OEAS, EOEAS (excluding premium option) and Toll-PAC should be discontinued simultaneous with the implementation of \$.25 message rate. (See Table B below for routes)

In addition, Southern Bell should immediately seek a waiver of the MFJ from Judge Greene to carry the traffic on the interLATA routes. (These routes are marked by an "\*" in Table A below)

**STAFF ANALYSIS:** Confidential treatment has been requested for the intraLATA and interLATA traffic studies in this docket. Therefore, the actual calling volumes for the routes studied have not been provided in this recommendation. Staff will provide the traffic

study results to the Commissioners upon request.

The Oak Hill to Daytona Beach, Deland to Daytona Beach, Debary to Daytona Beach, DeLeon Springs to Daytona Beach, Pierson to Daytona Beach and Orange City to Daytona Beach routes exhibit one-way calling volumes which would qualify for traditional EAS under the Commission's rules ; however, the percentage of customers making two or more calls on these routes are below the threshold requirement for a survey for traditional EAS. The remaining routes in the county exhibited one-way calling volumes which are consistent with the calling volumes seen in other countywide EAS requests. The routes listed below detail the routes recommended for an alternative toll plan.

**TABLE A**

**Daytona Beach to:**

Debary\*  
Deland  
DeLeon Sprgs.  
Oak Hill  
Orange City\*  
Pierson  
Sanford\*

**Debary to:**

Daytona Bch.\*  
DeLeon Sprgs.\*  
New Smyrna Bch.\*  
Oak Hill\*  
Pierson\*

**Deland to:**

Daytona Bch.  
New Smyrna Bch.  
Oak Hill

**DeLeon Springs to:**

Daytona Bch.  
Debary\*  
New Smyrna Bch.  
Oak Hill  
Sanford\*

**New Smyrna Bch to:**

Debary\*  
Deland  
DeLeon Sprgs.  
Orange City\*  
Pierson  
Sanford\*

**Oak Hill:**

Daytona Bch.  
Debary\*  
Deland  
DeLeon Sprgs.  
Orange City\*  
Pierson  
Sanford\*

**Orange City to:**

Daytona Bch.\*  
New Smyrna Bch.\*  
Oak Hill\*  
Pierson\*

**Pierson to:**

Daytona Bch.  
Debary\*  
New Smyrna Bch.  
Oak Hill  
Orange City\*  
Sanford\*

**Sanford to:**

Daytona Bch.\*  
DeLeon Sprgs.\*  
New Smyrna Bch\*.  
Oak Hill\*  
Pierson\*

Staff recommends that should any EAS alternative be implemented on these routes, such alternative be implemented on a

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two-way basis. Specifically, as outlined below, staff recommends that the \$.25 plan be implemented, in both directions, on the routes listed above.

This is consistent with staff's recommendation in several other countywide EAS dockets with rural areas where the Commission has ordered the \$.25 plan as an alternative to traditional EAS. Recent examples include Franklin, Gulf, Jackson, Holmes, Okaloosa and Walton Counties (with the rate subsequently reduced to \$.20 per call in all but Franklin and Gulf Counties). If staff's recommendation is approved, all Volusia County would have local calling to each other.

The \$.25 plan has gained favor for several reasons. Among them are its simplicity, its message rate structure and the fact that it can be implemented as a local calling plan on an interLATA basis. Optional EAS plans, particularly OEAS plans, are somewhat confusing to customers, the additives or buy-ins are generally rather high, and the take rates for most OEAS plans are rather low. The Commission has expressed concern that when Toll-PAC is implemented, a three minute message will still have a substantial cost to the customer. For example, in the peak period a three minute message from Deland to Daytona Beach would only be reduced from \$.42 to \$.30 and Oak Hill to Pierson would be reduced from \$.57 to \$.40 (based on Southern Bell rates). However, a more important reason is this particular instance is that the \$.25 plan (which converts the traffic to local status, and is implemented on a seven digit basis) is feasible for interLATA routes whereas most other usage sensitive alternatives to EAS are feasible only for intraLATA routes.

Therefore, staff recommends that the \$.25 plan be implemented on a two-way basis on the routes listed in Table A. Specifically, the \$.25 plan means that all toll traffic on these routes will be reclassified as local and be message rated at \$.25 per message regardless of the duration of the call. These local calls will be dialed on a seven digit basis and will be handled by pay telephone providers as any other local call. In addition, Southern Bell should immediately seek a waiver of the MFJ from Judge Greene to carry the traffic on the interLATA routes.

The existing routes with OEAS, EOEAS (excluding premium option) and Toll-PAC should be discontinued simultaneous with the implementation of \$.25 message rate. The OEAS, EOEAS and Toll-PAC routes are listed on Table B (Daytona/New Smyrna Beach OEAS elimination was addressed in Issue 1).

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TABLE B

Daytona Bch to:  
Deland  
Oak Hill

Deland to:  
Daytona Bch.  
New Smyrna Bch.  
Oak Hill

DeLeon Sprgs. to:  
Daytona Bch.

New Smyrna to:  
Deland

Oak Hill to:  
Daytona Bch.  
Deland

Pierson to:  
Daytona Bch.

In computing revenue impact, staff developed a model, using 74 existing EAS routes, to predict new calling rates based on the old calling rate and the percent change in price. Using this model, staff estimated an overall stimulation of 61% on Southern Bell's routes and an associated annual revenue loss of \$130,085. Absent stimulation the annual revenue loss for Southern Bell would be \$363,085. For United Telephone's routes, staff estimates an overall stimulation of 80% and an associated annual revenue loss of \$25,644. Absent stimulation the annual revenue loss for United would be \$42,970. (Please note that all revenue effects are based on the assumption that the LEC currently receives all end user billing when, in some cases, the LEC only receives access charges. Consequently, the revenue effect estimates are somewhat overstated. More refined revenue effect estimates will be provided at the agenda conference.)

It should be noted that in Docket No. 910029-TL [request by Volusia County for EAS between the Sanford exchange (Osteen and Deltona) and the Orange City and Deland exchanges] the \$.25 plan was ordered on the Sanford to Deland route and the Sanford and Orange City route. The Sanford to Orange City route was implemented on November 16, 1991, however Southern Bell filed a Motion for Extension of Time to implement the Sanford and Deland route since it is prohibited from carrying traffic across LATA boundaries by the Modified Final Judgment (MFJ). Implementation of the \$.25 plan on this route (Sanford and Deland) is pending a waiver of the MFJ.

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**ISSUE 4:** Should the Commission require Southern Bell and United to conduct cost studies on these routes?

**RECOMMENDATION:** No, the Commission should waive Rule 25-4.061, Florida Administrative Code, on this EAS request and not require Southern Bell and United to conduct cost studies on these routes.

**STAFF ANALYSIS:** Inasmuch as the traffic studies reflect sufficient community of interest to warrant implementation of an alternative to toll rates, and the alternatives being recommended in this docket do not consider the costs in order to set the rates, the Company should be relieved of the cost studies required by Commission Rule 25-4.061, Florida Administrative Code.

**ISSUE 5:** If the Commission approves the primary recommendation in Issue 1, should the Commission waive the fifty-one (51%) favorable vote requirement of Rule 25-4.063(5)(a), Florida Administrative Code and order that a simple majority of all eligible subscribers in the New Smyrna Beach exchange voting favorably be considered sufficient for passage of the survey in this docket?

**RECOMMENDATION:** Yes. A simple majority of the total New Smyrna Beach exchange voting favorably should be considered as sufficient for passage of the survey.

**STAFF ANALYSIS:** Rule 25-4.063(5)(a), Florida Administrative Code states:

- (5) "The requested extended area service shall be approved and ordered by the commission upon a finding that:
  - (a) Fifty-one percent (51%) of all subscribers in each exchange required to be surveyed vote favorably; or..."

In several recent dockets (e.g. Docket Nos. 891339 -TL Clermont and 910510-TL, Liberty County), the Commission has waived the 51% requirement, choosing to interpret the intent of the Rule to mean a simple majority, rather than 51%, of those eligible to vote. We therefore recommend a waiver of Rule 25-4.063(5)(a) and acceptance of a simple majority of those eligible to vote as criteria for passage of the survey in this docket.

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**ISSUE 6:** Should the toll alternative plan require full recovery of costs and lost revenues, including incremental costs?

**RECOMMENDATION:** No, the toll alternative plan should not require full recovery of costs and lost revenues, including incremental costs. The Commission should waive FPSC Rule 25-4.062(4), which provides for full recovery of costs from the subscribers in the petitioning exchange.

**STAFF ANALYSIS:** In situations where the qualification for extended area service relies on the calling interest of the petitioning exchange as well as subscriber approval of the plan, recovery of costs is assigned as follows:

[T]he requested service may still be implemented, provided that the entire incremental cost for the new service, less any additional revenues generated by regrouping in either or both exchanges, shall be borne by the subscribers of the petitioning exchange (Rule 25-4.062(4), F.A.C.).

Therefore, on any two-way plan, according to the Rule, the subscribers in the petitioning exchange should bear the burden and the telephone company will recover the costs in whatever manner the Commission deems.

In every EAS docket (e.g. Docket No. 870436-TL, Hastings-St. Augustine EAS) for which cost information has been submitted, it has been shown that full recovery of costs would result in unacceptably high rates to customers. For this reason the Commission has waived this rule in every EAS docket for which traditional EAS has been recommended. We, therefore, recommend that the rule also be waived in this docket.

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**ISSUE 7:** How should the Commission handle documents in which traffic data has been granted confidential status in this docket?

**RECOMMENDATION:** If the Commission votes to implement EAS or an alternative plan for all routes which have been held to be entitled to confidential treatment, the documents should be held to be no longer entitled to confidential treatment. If the Commission votes to implement EAS or an alternative plan for some, but not all, route(s) for which confidential treatment has been granted, the Commission should require the Company to resubmit its traffic study data for the route(s) subject to EAS or an alternative plan. The affected traffic studies should be resubmitted within 30 days following implementation of EAS or an alternative plan.

**STAFF ANALYSIS:** Once EAS, or an alternative plan, has been implemented the route(s) at issue become local and no longer subject to competition. Thus, it is unnecessary to maintain the confidentiality of such routes. If all routes are granted EAS, or an alternative plan, it would be appropriate to simply remove the traffic study from the Commission's confidential files and place it in the regular case files. If the Commission votes to implement EAS or an alternative plan on some, but not all, route(s), the Company should resubmit its traffic study data on a nonconfidential basis for the route(s) subject to EAS or an alternative plan. This is necessary because there is no mechanism for staff to separate the data by route on a line-by-line basis and remove some routes, but not others, from the confidential files.

The affected traffic studies should be resubmitted within 30 days following implementation of EAS or an alternative plan.

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**ISSUE 8:** Should Docket No. 911185-TL be closed?

**RECOMMENDATION:** No, this docket should remain open until the New Smyrna Beach customers have been surveyed.

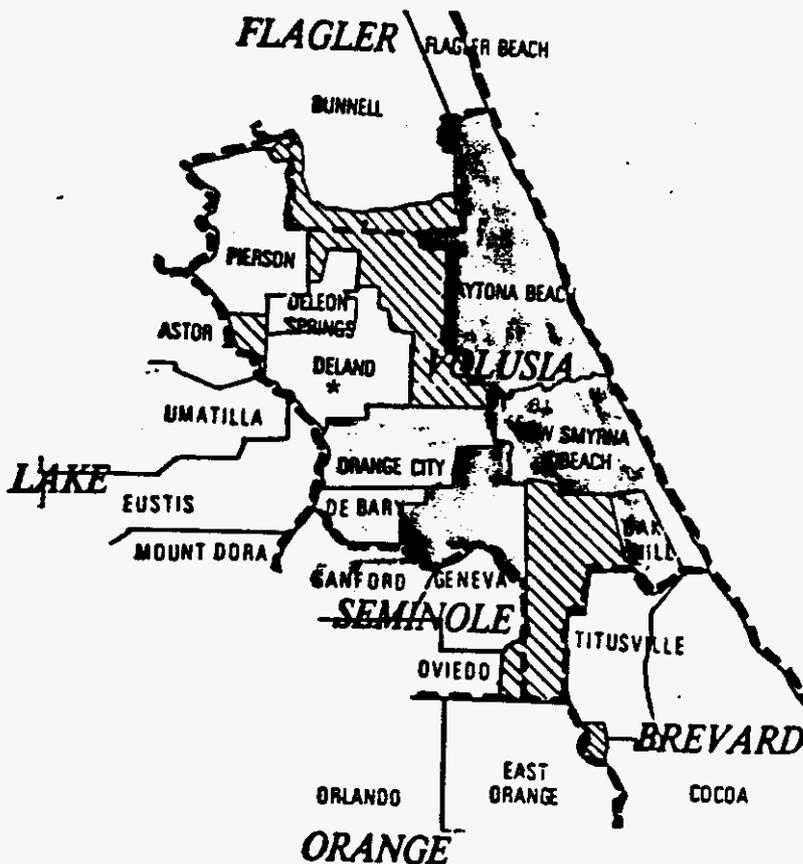
**STAFF ANALYSIS:** If the primary recommendation in Issue 1 is approved, this docket should remain open until the conclusion of the survey at which time staff will file a recommendation on the results. If the alternative recommendation in Issue 1 is approved, this docket should be moved in the Southern Bell Rate Case (Docket No. 920260-TL).

KEY TO EXCHANGES WITH SERVICE IN COUNTY

(\*) County Seat

■ Local Calling to County Seat

● Toll Calling to County Seat



<b>EXCHANGE DATA</b>					
<u>EXCHANGE</u>	<u>LEC</u>	<u>LATA</u>	<u>ACCESS LINES</u> <u>EAS LINES</u>	<u>EAS CALLING SCOPE</u>	<u>BASIC RATES</u>
DAYTONA BEACH	SBT	Daytona Beach	118,154 118,154	[Bunnell, Deland, Flagler, New Smyrna Beach, Oak Hill, Palm Coast]	R-1 \$ 8.80 B-1 \$23.85 PBX \$53.68
DELAND.	SBT	Daytona Beach	22,676 63,549	Debary, DeLeon Sprgs., Orange City, Pierson #Daytona Bch. [New Smyrna Bch., Oak Hill]	R-1 \$ 8.80 B-1 \$23.85 PBX \$53.68
DELEON SPRINGS	SBT	Daytona Beach	1,972 47,050	Deland, Orange City, Pierson #Daytona Beach	R-1 \$ 8.40 B-1 \$22.90 PBX \$51.59
NEW SMYRNA BEACH	SBT	Daytona Beach	27,718 29,514	Oak Hill, [Daytona Beach, Deland]	R-1 \$ 8.40 B-1 \$22.90 PBX \$51.59
OAK HILL	SBT	Daytona Beach	1,798 29,514	New Smyrna Bch., [Daytona Bch., Deland]	R-1 \$ 8.40 B-1 \$22.90 PBX \$51.59
DEBARY	SBT	Orlando	16,499 97,287	Deland, Orange City, and Sanford	R-1 \$ 8.80 B-1 \$23.85 PBX \$53.68
ORANGE CITY	UNITED	Orlando	20,189 61,336	Debary, Deland and DeLeon Sprgs.	R-1 \$ 7.95 B-1 \$18.65 PBX \$37.35
PIERSON	SBT	Daytona Beach	2,213 28,915	Crescent City, Deland, DeLeon Sprgs. #Daytona Bch.	R-1 \$ 8.40 B-1 \$22.90 PBX \$51.59
SANFORD	SBT	Orlando	37,923 248,0444	Debary, Geneva, Oviedo, Winter Park [Orlando] *Orange City	R-1 \$ 9.50 B-1 \$25.75 PBX \$57.86

[ ] OEAS OR EOEAS PLAN IN EFFECT  
 \* \$.25 PLAN IN EFFECT  
 # Toll-PAC