

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

In re: Expanded Interconnection Phase II)
and Local Transport Restructure)

Docket No. 921074-TP
Docket No. 930955-TL
Docket No. 940014-TL
Docket No. 940020-TL
Docket No. 931196-TL
Docket No. 940190-TL

Filed: April 15, 1994

**GTE FLORIDA INCORPORATED'S REQUEST FOR CONFIDENTIAL
CLASSIFICATION AND MOTION FOR PROTECTIVE ORDER**

Under Commission Rule 25-22.006, GTE Florida Incorporated (GTEFL) seeks confidential classification and a protective order for certain material produced in response to the Commission Staff's First Request for Production of Documents in this proceeding. While a ruling on this Request is pending, GTEFL understands that the information at issue is exempt from Florida Statutes section 119.07(1), and Staff will accord it the stringent protection from disclosure required by Rule 25-22.006(3)(d).

Highlighted, unredacted copies of the confidential material are attached to only the original of this Request as Exhibit A. Redacted copies of these items are attached to this Request as Exhibit B.

All of the information for which GTEFL seeks confidential treatment falls within Florida Statutes section 364.183(3)(e), which defines the term "proprietary confidential business information" to include "information relating to competitive interests, the disclosure of which would impair the competitive business of the provider of the information."

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REGISTRATION REPORTING

The confidential information covered in this filing contains GTEFL's calculations of specific interexchange carriers' (IXCs') present and projected use of local transport rate elements and the associated costs for this usage. This kind of carrier-specific information can be used by an IXC's competitors to discern that IXC's cost structure.

In a competitive business, any knowledge obtained about a competitor can be used to the detriment of the entity to which it pertains. This unfair advantage skews the operation of the market, to the ultimate detriment of the ratepayer.

In the following, line-by-line justification, GTEFL will more specifically describe the competitive value of the confidential data at issue in this Request.

1. GTEFL Response to POD #3, Bates-stamped document 0000001, columns D-O, lines 1-37. This chart shows reconfigured demand for the rate elements in GTEFL's new tariff restructuring local transport. Reconfigured demand information appears for AT&T, MCI, Sprint, and the smaller IXCs, respectively, on an annual (columns D, G, J, and N) and monthly (columns F, I, L, and O) basis. The Factor component of the chart (columns E, H, K, and N) is developed using the monthly data and applied to the corresponding "Annual RIC Minutes" number (line 1) to yield the annual reconfigured demand units. Carrier-specific demand for each of the new rate elements (lines 1-37) is shown.

Because the information on the chart is carrier-specific, it can be used by a particular IXC's competitors to derive that IXC's expenses for specific rate elements and for transport in total. Although the other common carrier (OCC) information is aggregated, these customers are very similar in terms of the markets they serve and their demand for various rate elements. Further, because they are relatively small, the impact of disclosure of competitively sensitive information on the OCCs could be disproportionately large.

This cost information, coupled with public information about the IXC's rates, would give a competitor the ability to tailor its pricing to compete most effectively with that carrier. Disclosure of these cost data would thus confer an advantage upon an IXC's competitors. Because this advantage would be gained artificially, rather than through marketplace trial and error, it would distort the marketplace in an anticompetitive manner.

2. GTEFL Response to POD #4, Bates-stamped document 0000004, columns B-E, lines 1-8. This schedule shows the impact of GTEFL's local transport restructure on each of its major IXC customers, as well as the smaller IXCs. It calculates the total entrance facility, direct trunked, tandem-switched and interconnection revenue as restructured (columns B-E, lines 1-5) and compares that total with the current transport charges paid by the respective carriers (columns B-E, line 6). The schedule then reveals the difference between the new and old structures in terms of both

dollars (column B-E, line 7) and percentages (columns B-E, line 8).

Again, this information is carrier-specific, so it can be used by a competitor to the detriment of the particular IXC to which it pertains. By knowing the amount paid for access under the new structure, a competitor can discern an IXC's cost characteristics. Because the change in expenditures from the old to the new structures is apparent, competitors could know the magnitude of the impact of transport restructure and tailor pricing strategies accordingly.

3. GTEFL Response to POD #4, Bates-stamped document 0000005, columns C, D, E and G, lines 1-36. This schedule contains detailed information about the impact of the transport restructure upon AT&T. It shows the number of existing units taken by AT&T for each transport rate element (column C). The existing units are then reconfigured in accordance with the new rate structure (columns D and E). Column E uses a 75% reconfiguration rate, based on the assumption that total reconfiguration of an IXC's units will not occur immediately. The 75% is a realistic figure for about the first year after transport restructuring takes effect. The reconfigured units in column E for each rate element are then multiplied by the new local transport rates to obtain the total revenue impact upon AT&T of the new rates (column G). Total revenue impacts are given for entrance facilities (column G, line 17), direct trunked transport (column G, line 27), and tandem switched transport (column G, line 35), as well as all three of

these components combined (column G, line 36).

The amount of transport-related charges AT&T now pays, and will pay in the future, to GTEFL is competitively sensitive information because it can be used to discern AT&T's cost structure. This information about AT&T's cost structure would help a competitor to devise effective pricing strategies to better compete with AT&T. This kind of artificial competitive advantage is unfair and ultimately harmful to consumers.


4. GTEFL's Response to POD #4, Bates-stamped document 0000006, columns C, D, E, and G, lines 1-36. This schedule shows the revenue impact of GTEFL's restructured transport rates upon MCI. It is arranged exactly as is Bates-stamped document 0000005, discussed above, except that it pertains to MCI, rather than AT&T. GTEFL requests confidential treatment for this document on the same grounds set forth for document 0000005.

5. GTEFL's Response to POD #4, Bates-stamped document 0000007, columns C, D, E, and G, lines 1-36. This schedule shows the revenue impact of GTEFL's restructured transport rates upon Sprint. It is arranged exactly as is Bates-stamped document 0000005, discussed above, except that it pertains to Sprint, rather than AT&T. GTEFL requests confidential treatment for this document on the same grounds set forth for document 0000005.

6. GTEFL's Response to POD #4, Bates-stamped document 0000008, columns C, D, E, and G, lines 1-36. This schedule shows the revenue impact of GTEFL's restructured transport rates upon the OCCs. It is arranged exactly as is Bates-stamped document 0000005, discussed above, except that it pertains to the OCCs, rather than AT&T. GTEFL requests confidential treatment for this document on the same grounds set forth for document 0000005. Although the information is aggregated for these smaller carriers, the demand characteristics are generally similar among these carriers. Information about revenues and distribution of units could thus help a competitor to discern a smaller carrier's cost structure, in an effort to gain an unfair market advantage. Because these carriers are relatively small, public disclosure of any proprietary information could cause them disproportionate harm.

Respectfully submitted on April 15, 1994.

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GTE Florida Incorporated

| A Rate Element | B Charge Group | C Total Annual Reconfigured Units | D ATT Annual Reconfigured Units | E Factor | F ATT Reconfigured Units | G OCI Annual Reconfigured Units | H Factor | I OCI Reconfigured Units | J Sprint Annual Reconfigured Units | K Factor | L Sprint Reconfigured Units | M OCC Annual Reconfigured Units | N Factor | O OCC Reconfigured Units |
|----------------------------------|-------------------|--------------------------------------|------------------------------------|-------------|-----------------------------|------------------------------------|-------------|-----------------------------|---------------------------------------|-------------|--------------------------------|------------------------------------|-------------|-----------------------------|
| | | | | | | | | | | | | | | |
| 1 Annual RIC Minutes | | 1,112,961,888 | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | |
| 3 ENTRANCE FACILITY | | | | | | | | | | | | | | |
| 4 4w VO SAL | MRC | 667 | | | | | | | | | | | | |
| 5 3w VO SAL | MRC | 0 | | | | | | | | | | | | |
| 6 DS1 1st SAL | MRC | 129 | | | | | | | | | | | | |
| 7 DS1 add'l SAL | MRC | 179 | | | | | | | | | | | | |
| 8 DS3 prod SAL, 1st 1/4 am | MRC | 351 | | | | | | | | | | | | |
| 9 DS3 prod SAL, as add'l 1/4 am | MRC | 1,081 | | | | | | | | | | | | |
| 10 DS1 to VO mult | MRC | 380 | | | | | | | | | | | | |
| 11 DS3 to DS1 mult | MRC | 128 | | | | | | | | | | | | |
| 12 4 wire voice | MRC | 0 | | | | | | | | | | | | |
| 13 2 wire voice | MRC | 0 | | | | | | | | | | | | |
| 14 DS1 1st SAL | MRC | 0 | | | | | | | | | | | | |
| 15 DS1 add'l SAL | MRC | 0 | | | | | | | | | | | | |
| 16 DS3 prod SAL, 1st 1/4 am | MRC | 0 | | | | | | | | | | | | |
| 17 DS3 prod SAL, as add'l 1/4 am | MRC | 0 | | | | | | | | | | | | |
| 18 DS1 to VO mult | MRC | 0 | | | | | | | | | | | | |
| 19 DS3 to DS1 mult | MRC | 0 | | | | | | | | | | | | |
| 20 DIRECT TRUNKED TRANSPORT | | | | | | | | | | | | | | |
| 21 VO term | MRCALM | 8,628 | | | | | | | | | | | | |
| 22 DS1 term | MRCALM | 42,431 | | | | | | | | | | | | |
| 23 DS1 term | MRC/TERM | 4,088 | | | | | | | | | | | | |
| 24 DS3 term | MRCALM | 1,788 | | | | | | | | | | | | |
| 25 DS3 term | MRC/TERM | 488 | | | | | | | | | | | | |
| 26 DS1 to VO mult | MRC | 394 | | | | | | | | | | | | |
| 27 DS3 to DS1 mult | MRC | 288 | | | | | | | | | | | | |
| 28 DS1 to VO mult | MRC | 0 | | | | | | | | | | | | |
| 29 DS3 to DS1 mult | MRC | 0 | | | | | | | | | | | | |
| 30 TANDEM SWITCHED TRANSPORT | | | | | | | | | | | | | | |
| 31 Prem trunk facility | MCOUSLE | 7,112,887,348 | | | | | | | | | | | | |
| 32 10Prem trunk facility | MCOUSLE | 0 | | | | | | | | | | | | |
| 33 Prem trunk term | MCO/TERM | 488,378,434 | | | | | | | | | | | | |
| 34 10Prem trunk term | MCO/TERM | 0 | | | | | | | | | | | | |
| 35 Prem tandem per order | MCOU | 248,187,717 | | | | | | | | | | | | |
| 36 10Prem tandem per order | MCOU | 0 | | | | | | | | | | | | |
| 37 Base RIC Minutes | MCOU | | | | | | | | | | | | | |

* Factors for each center derived by dividing the reconfigured units for each element by the base RIC minutes for that center.

0000001

| GTE - FLORIDA - TRANSPORT P * Q INTRASTATE TOTAL | Charging Method | Existing Units* | 100% Reconfigured Units | 75% Reconfigured Units (a) |
|---|--------------------|--------------------|-------------------------------|-------------------------------------|
| Entrance Facility | | | | |
| 4 wire voice | MRC | 1,243 | 687 | 828 |
| 2 wire voice | MRC | 0 | 0 | 0 |
| DS1 standard first system | MRC | 957 | 129 | 338 |
| DS1 standard additional system | MRC | 3,504 | 179 | 1,010 |
| DS3 protected, 1st 1/4 alm | MRC | 74 | 351 | 282 |
| DS3 protected, ea add'l 1/4 alm | MRC | 388 | 1,051 | 880 |
| DS1 to voice multiplexing | MRC | 268 | 260 | 262 |
| DS3 to DS1 multiplexing | MRC | 38 | 128 | 106 |
| 4 wire voice | NRC | 0 | 0 | 0 |
| 2 wire voice | NRC | 0 | 0 | 0 |
| DS1 standard first system | NRC | 0 | 0 | 0 |
| DS1 standard additional system | NRC | 0 | 0 | 0 |
| DS3 protected, 1st 1/4 alm | NRC | 0 | 0 | 0 |
| DS3 protected, ea add'l 1/4 alm | NRC | 0 | 0 | 0 |
| DS1 to voice multiplexing | NRC | 0 | 0 | 0 |
| DS3 to DS1 multiplexing | NRC | 0 | 0 | 0 |
| Total Entrance Facility Revenue: | | | | |
| Direct Trunked Transport | | | | |
| Voice facility | MRC/ALM | 5,208 | 5,928 | 5,748 |
| DS1 facility | MRC/ALM | 28,728 | 42,431 | 39,005 |
| DS1 termination | MRC/TERM | 6,302 | 4,558 | 4,994 |
| DS3 facility | MRC/ALM | 204 | 1,780 | 1,388 |
| DS3 termination | MRC/TERM | 42 | 499 | 385 |
| DS1 to voice multiplexing | MRC | 308 | 334 | 328 |
| DS3 to DS1 multiplexing | MRC | 35 | 250 | 196 |
| DS1 to voice multiplexing | NRC | 0 | 0 | 0 |
| DS3 to DS1 multiplexing | NRC | 0 | 0 | 0 |
| Total Direct Trunked Revenue: | | | | |
| Tandem Switched Transport | | | | |
| Premium facility | MOU/MILE | 8,255,453,227 | 7,113,007,345 | 7,398,618,816 |
| Nonpremium facility | MOU/MILE | 0 | 0 | 0 |
| Premium termination | MOU/TERM | 810,248,718 | 498,375,434 | 576,343,255 |
| Nonpremium termination | MOU/TERM | 0 | 0 | 0 |
| Premium tandem switching | MOU | 405,123,358 | 249,187,717 | 288,171,827 |
| Nonpremium tandem switching | MOU | 0 | 0 | 0 |

0000002

OTE FLORIDA, INC.
 LOCAL SWITCHING UNIT COMPUTATION
 AUGUST 1982 - JULY 1983

| SERVICE | 1982 | | | | | 1983 | | | | | | | TOTAL |
|---------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| | AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | |
| Local Switching | | | | | | | | | | | | | |
| LS2 - Originating - Day | 28,234,123 | 48,888,188 | 41,268,833 | 38,874,114 | 38,879,834 | 48,884,881 | 41,128,828 | 48,288,887 | 44,214,888 | 41,708,183 | 44,834,784 | 42,727,288 | 801,888,388 |
| LS2 - Originating - Eve | 22,234,718 | 22,888,888 | 21,881,873 | 22,488,238 | 23,887,738 | 24,248,847 | 23,187,118 | 27,848,882 | 24,228,482 | 23,844,284 | 23,241,818 | 21,888,847 | 278,778,877 |
| LS2 - Originating - Night | 18,888,888 | 12,818,448 | 14,888,488 | 14,178,188 | 13,887,881 | 18,848,488 | 14,813,848 | 17,218,882 | 14,888,214 | 18,848,828 | 14,811,882 | 14,888,888 | 188,241,882 |
| LS2 - Terminating | 83,888,227 | 84,728,811 | 81,888,888 | 81,483,182 | 88,778,278 | 84,728,888 | 82,882,288 | 78,778,878 | 88,888,888 | 88,827,488 | 88,882,881 | 88,182,882 | 782,884,182 |
| TOTAL | 141,887,441 | 128,838,832 | 128,881,838 | 124,888,884 | 148,843,288 | 148,184,877 | 141,881,878 | 188,434,888 | 148,283,772 | 141,824,481 | 148,788,783 | 137,778,488 | 1,713,181,888 |

0000003

GTE - FLORIDA - LOCAL TRANSPORT RESTRUCTURE - IC IMPACTS

| A | B AT&T | C MCI | D SPRINT | E OCC | F TOTAL |
|-----------------------------------|-----------|----------|-------------|----------|-------------------------|
| 1 Annual EOS MOU | | | | | 1,713,181,068 |
| 2 Proposed RIC Rate | | | | | \$0.01318840 |
| 3 Residual Interconnection Charge | | | | | \$22,594,117 |
| 4 Total Facility Based | | | | | 2,420,524 |
| 5 Total Restructured | | | | | \$25,014,641 |
| 6 Current Transport Structure | | | | | \$25,012,444 |
| 7 \$ Difference | | | | | \$2,198 |
| 8 % Difference | | | | | 0.01% |

Note: Units based on 1993 data.

0000004

| GTE FLORIDA - TRANSPORT AT&T | | B | C | D | E | F | G |
|----------------------------------|--|-----------------|----------------|-------------------------|----------------------------|---------------|----------------------|
| A | | Charging Method | Existing Units | 100% Reconfigured Units | 75% Reconfigured Units (e) | LTR Rates (b) | Revenues (c = a * b) |
| Entrance Facility | | | | | | | |
| 1 | 4 wire voice | MRC | | | | \$48.69 | |
| 2 | 2 wire voice | MRC | | | | 30.43 | |
| 3 | DS1 standard first system | MRC | | | | 332.75 | |
| 4 | DS1 standard additional system | MRC | | | | 113.83 | |
| 5 | DS3 protected, 1st 1/4 alm | MRC | | | | 1,222.72 | |
| 6 | DS3 protected, ea add1 1/4 alm | MRC | | | | 27.41 | |
| 7 | DS1 to voice multiplexing | MRC | | | | 166.67 | |
| 8 | DS3 to DS1 multiplexing | MRC | | | | 484.26 | |
| 9 | 4 wire voice | NRC | | | | 104.91 | |
| 10 | 2 wire voice | NRC | | | | 104.91 | |
| 11 | DS1 standard first system | NRC | | | | 788.08 | |
| 12 | DS1 standard additional system | NRC | | | | 113.83 | |
| 13 | DS3 protected, 1st 1/4 alm | NRC | | | | 788.08 | |
| 14 | DS3 protected, ea add1 1/4 alm | NRC | | | | 28.27 | |
| 15 | DS1 to voice multiplexing | NRC | | | | 672.54 | |
| 16 | DS3 to DS1 multiplexing | NRC | | | | 384.04 | |
| 17 | Total Entrance Facility Revenue | | | | | | |
| Direct Trunked Transport | | | | | | | |
| 18 | Voice facility | MRC/ALM | | | | \$8.56 | |
| 19 | DS1 facility | MRC/ALM | | | | 13.13 | |
| 20 | DS1 termination | MRC/TERM | | | | 42.03 | |
| 21 | DS3 facility | MRC/ALM | | | | 116.02 | |
| 22 | DS3 termination | MRC/TERM | | | | 350.28 | |
| 23 | DS1 to voice multiplexing | MRC | | | | 166.67 | |
| 24 | DS3 to DS1 multiplexing | MRC | | | | 484.26 | |
| 25 | DS1 to voice multiplexing | NRC | | | | 672.54 | |
| 26 | DS3 to DS1 multiplexing | NRC | | | | 384.04 | |
| 27 | Total Direct Trunked Revenue: | | | | | | |
| Tandem Switched Transport | | | | | | | |
| 28 | Premium facility | MOU/MILE | | | | \$0.00001820 | |
| 29 | Nonpremium facility | MOU/MILE | | | | 0.00000880 | |
| 30 | Premium termination | MOU/TERM | | | | 0.00013470 | |
| 31 | Nonpremium termination | MOU/TERM | | | | 0.00000060 | |
| 32 | Premium tandem switching | MOU | | | | 0.00003290 | |
| 33 | Nonpremium tandem switching | MOU | | | | 0.00041980 | |
| 34 | CRIPS expense adjustment | | | | | | |
| 35 | Total Tandem Switched Revenue: | | | | | | |
| 36 | Total Facility Based Restructured Revenue: | | | | | | |

Note: Units based on 1993 data.

| | B | C | D | E | F | G |
|-----------------------------|-----------------|----------------|-------------------------|----------------------------|---------------|----------------------|
| GTE FLORIDA - TRANSPORT MCI | Charging Method | Existing Units | 100% Reconfigured Units | 75% Reconfigured Units (a) | LTR Rates (b) | Revenues (c = a * b) |
| Entrance Facility | | | | | | |
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| 35 | | | | | | |
| 36 | | | | | | |

Note: Units based on 1993 data.

| A | B | C | D | E | F | G |
|--------------------------------|-----------------|----------------|-------------------------|------------------------|---------------|----------------------|
| GTE FLORIDA - TRANSPORT SPRINT | Charging Method | Existing Units | 100% Reconfigured Units | 75% Reconfigured Units | LTR Rates (b) | Revenues (c = a * b) |

Entrance Facility

| | | | | | | |
|----|---------------------------------|-----|--|--|----------|--|
| 1 | 4 wire voice | MRC | | | \$48 69 | |
| 2 | 2 wire voice | MRC | | | 30 43 | |
| 3 | DS1 standard first system | MRC | | | 332 75 | |
| 4 | DS1 standard additional system | MRC | | | 113 83 | |
| 5 | DS3 protected, 1st 1/4 alm | MRC | | | 1,222 72 | |
| 6 | DS3 protected, ea add1 1/4 alm | MRC | | | 27 41 | |
| 7 | DS1 to voice multiplexing | MRC | | | 166 67 | |
| 8 | DS3 to DS1 multiplexing | MRC | | | 464 26 | |
| 9 | 4 wire voice | NRC | | | 104 91 | |
| 10 | 2 wire voice | NRC | | | 104 91 | |
| 11 | DS1 standard first system | NRC | | | 788 08 | |
| 12 | DS1 standard additional system | NRC | | | 113 83 | |
| 13 | DS3 protected, 1st 1/4 alm | NRC | | | 788 08 | |
| 14 | DS3 protected, ea add1 1/4 alm | NRC | | | 26 27 | |
| 15 | DS1 to voice multiplexing | NRC | | | 672 54 | |
| 16 | DS3 to DS1 multiplexing | NRC | | | 394 04 | |
| 17 | Total Entrance Facility Revenue | | | | | |

Direct Trunked Transport

| | | | | | | |
|----|-------------------------------|----------|--|--|--------|--|
| 18 | Voice facility | MRC/ALM | | | \$6 56 | |
| 19 | DS1 facility | MRC/ALM | | | 13 13 | |
| 20 | DS1 termination | MRC/TERM | | | 42 03 | |
| 21 | DS3 facility | MRC/ALM | | | 116 02 | |
| 22 | DS3 termination | MRC/TERM | | | 350 28 | |
| 23 | DS1 to voice multiplexing | MRC | | | 166 67 | |
| 24 | DS3 to DS1 multiplexing | MRC | | | 464 26 | |
| 25 | DS1 to voice multiplexing | NRC | | | 672 54 | |
| 26 | DS3 to DS1 multiplexing | NRC | | | 394 04 | |
| 27 | Total Direct Trunked Revenue: | | | | | |

Tandem Switched Transport

| | | | | | | |
|----|--------------------------------|----------|--|--|--------------|--|
| 28 | Premium facility | MOU/MILE | | | \$0.00001820 | |
| 29 | Nonpremium facility | MOU/MILE | | | 0.00000860 | |
| 30 | Premium termination | MOU/TERM | | | 0.00013470 | |
| 31 | Nonpremium termination | MOU/TERM | | | 0.00000060 | |
| 32 | Premium tandem switching | MOU | | | 0.00083280 | |
| 33 | Nonpremium tandem switching | MOU | | | 0.00041980 | |
| 34 | MPB expense adjustment | | | | | |
| 35 | Total Tandem Switched Revenue: | | | | | |

36 Total Facility Based Restructured Revenue:

Note: Units based on 1993 data.

| | B | C | D | E | F | G |
|---|-----------------|----------------|-------------------------|----------------------------|---------------|----------------------|
| GTE FLORIDA - TRANSPORT OCC | Charging Method | Existing Units | 100% Reconfigured Units | 75% Reconfigured Units (a) | LTR Rates (b) | Revenues (c = a * b) |
| Entrance Facility | | | | | | |
| 1 4 wire voice | MRC | | | | \$48 69 | |
| 2 2 wire voice | MRC | | | | 30 43 | |
| 3 DS1 standard first system | MRC | | | | 332 75 | |
| 4 DS1 standard additional system | MRC | | | | 113 83 | |
| 5 DS3 protected, 1st 1/4 alm | MRC | | | | 1,222 72 | |
| 6 DS3 protected, ea add'l 1/4 alm | MRC | | | | 27 41 | |
| 7 DS1 to voice multiplexing | MRC | | | | 166 67 | |
| 8 DS3 to DS1 multiplexing | MRC | | | | 464 26 | |
| 9 4 wire voice | NRC | | | | 104 91 | |
| 10 2 wire voice | NRC | | | | 104 91 | |
| 11 DS1 standard first system | NRC | | | | 788 08 | |
| 12 DS1 standard additional system | NRC | | | | 113 83 | |
| 13 DS3 protected, 1st 1/4 alm | NRC | | | | 788 08 | |
| 14 DS3 protected, ea add'l 1/4 alm | NRC | | | | 26 27 | |
| 15 DS1 to voice multiplexing | NRC | | | | 672 54 | |
| 16 DS3 to DS1 multiplexing | NRC | | | | 394 04 | |
| 17 Total Entrance Facility Revenue: | | | | | | |
| Direct Trunked Transport | | | | | | |
| 18 Voice facility | MRC/ALM | | | | \$6 56 | |
| 19 DS1 facility | MRC/ALM | | | | 13 13 | |
| 20 DS1 termination | MRC/TERM | | | | 42 03 | |
| 21 DS3 facility | MRC/ALM | | | | 116 02 | |
| 22 DS3 termination | MRC/TERM | | | | 350 26 | |
| 23 DS1 to voice multiplexing | MRC | | | | 166 67 | |
| 24 DS3 to DS1 multiplexing | MRC | | | | 464 26 | |
| 25 DS1 to voice multiplexing | NRC | | | | 672 54 | |
| 26 DS3 to DS1 multiplexing | NRC | | | | 394 04 | |
| 27 Total Direct Trunked Revenue: | | | | | | |
| Tandem Switched Transport | | | | | | |
| 28 Premium facility | MOU/MILE | | | | \$0.00001920 | |
| 29 Nonpremium facility | MOU/MILE | | | | 0.00000880 | |
| 30 Premium termination | MOU/TERM | | | | 0.00013470 | |
| 31 Nonpremium termination | MOU/TERM | | | | 0.00006080 | |
| 32 Premium tandem switching | MOU | | | | 0.00083280 | |
| 33 Nonpremium tandem switching | MOU | | | | 0.00041980 | |
| 34 MPB expense adjustment | | | | | | |
| 35 Total Tandem Switched Revenue: | | | | | | |
| 36 Total Facility Based Restructured Revenue: | | | | | | |

Note: Units based on 1993 data.

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a copy of GTE Florida Incorporated's Notice of Service, Responses to Staff's First Request for Production of Documents and Request for Confidential Classification and Motion for Protective Order in Docket No. 921074-TP was sent by U. S. mail on April 15, 1994, to the parties on the attached list.



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MEMORANDUM

April 15, 1994

TO: _____ DIVISION OF APPEALS
_____ DIVISION OF AUDITING AND FINANCIAL ANALYSIS
X _____ DIVISION OF COMMUNICATIONS
_____ DIVISION OF ELECTRIC AND GAS
_____ DIVISION OF RESEARCH
_____ DIVISION OF WATER AND WASTEWATER
_____ DIVISION OF LEGAL SERVICES

FROM: DIVISION OF RECORDS AND REPORTING (FLYNN)

RE: CONFIDENTIALITY OF CERTAIN INFORMATION

DOCUMENT NO. 03522-94

DESCRIPTION: Material produced in response to Staff's
first request for POD, No. 3

SOURCE: GTE Florida

DOCKET NO.: 921074-TP

The above material was received with a request for confidentiality (attached). Please prepare a recommendation for the attorney assigned to the case by completing the section below and forwarding a copy of this memorandum, together with a brief memorandum supporting your recommendation, to the attorney. Copies of your recommendation should also be provided to the Division of Records and Reporting and to the Division of Appeals.

Please read each of the following and check if applicable.

_____ The document(s) is (are), in fact, what the utility asserts it (them) to be.