

FLORIDA PUBLIC SERVICE COMMISSION
Capital Circle Office Center • 2540 Shumard Oak Boulevard
Tallahassee, Florida 32399-0850

M E M O R A N D U M

September 28, 1995

TO: DIRECTOR, DIVISION OF RECORDS AND REPORTING (BAYO)

FROM: DIVISION OF COMMUNICATIONS (SHELPER, CHASE, WIDELL) *Raw*
DIVISION OF LEGAL SERVICES (CANZANO, ELIAS) *for RVE*

RE: DOCKET NO. 921194-TL - RESOLUTION BY THE LIBERTY COUNTY BOARD OF COUNTY COMMISSIONERS FOR EXTENDED AREA SERVICE (EAS) BETWEEN EAST POINT AND BRISTOL, AND EAST POINT AND HOSFORD.

DOCKET NO. 930040-TL - RESOLUTION BY THE BAKER COUNTY COMMISSION REQUESTING EXTENDED AREA SERVICE (EAS) BETWEEN THE LAKE CITY EXCHANGE AND THE SANDERSON, MACCLENNY, BALDWIN AND JACKSONVILLE EXCHANGES.

DOCKET NO. 930173-TL - PETITION BY THE RESIDENTS OF POLO PARK REQUESTING EXTENDED AREA SERVICE (EAS) BETWEEN THE HAINES CITY EXCHANGE AND THE ORLANDO, WEST KISSIMMEE, LAKE BUENA VISTA, WINDERMERE, REEDY CREEK, WINTER PARK, CLERMONT, WINTER GARDEN AND ST. CLOUD EXCHANGES.

DOCKET NO. 930235-TL - RESOLUTION BY THE TAYLOR COUNTY BOARD OF COMMISSIONERS FOR COUNTYWIDE EXTENDED AREA SERVICE (EAS) WITHIN TAYLOR COUNTY.

DOCKET NO. 930578-TL - RESOLUTION BY SARASOTA COUNTY COMMISSION REQUESTING COUNTYWIDE EXTENDED AREA SERVICE WITHIN SARASOTA COUNTY.

DOCKET NO. 940699-TL - RESOLUTION BY THE TOWN OF HASTINGS REQUESTING EXTENDED AREA SERVICE (EAS) FROM FLAGLER ESTATES (PALATKA EXCHANGE) TO THE ST. AUGUSTINE EXCHANGE.

AGENDA: OCTOBER 10, 1995 - REGULAR AGENDA - PROPOSED AGENCY ACTION - INTERESTED PERSONS MAY PARTICIPATE

CRITICAL DATES: NONE

SPECIAL INSTRUCTIONS: I:\PSC\CMU\WP\921194TL.RCM

DOCUMENT NUMBER-DATE

09655 SEP 29 95

FPSC-RECORDS/REPORTING

CASE BACKGROUND

- The Commission postponed making decisions for the dockets involved in this recommendation until after the conclusion of the extended area service (EAS) rulemaking docket (930220-TL). This delay was to enable staff to investigate the problems concerning EAS and revise the rules. One of the areas staff was directed to review was pocket situations.
- Due to the new legislation, the EAS rulemaking docket (930220-TL) was closed at the August 15, 1995 agenda, and staff was directed to address the pending EAS dockets grouped together based on subject type (intraLATA alternative plan, interLATA alternative plan, pocket situations, interLATA traffic studies, supplemental community of interest criteria, and Commission ordered interLATA routes that were denied by Judge Greene).
- This recommendation will address the pending EAS dockets which have pocket situations. Generally, staff defines pocket areas as a portion of an exchange that has a different calling interest than the majority of the exchange. The Liberty, Baker, Sarasota and St. Johns counties "pocket" dockets are all intraLATA, and the appropriate traffic study data has been provided. However, Taylor County and Polo Park "pocket" dockets are interLATA, and staff does not have the required traffic data. Southern Bell and GTEFL state that they no longer perform the billing and collection functions on these routes for AT&T. As a result, the Commission granted relief to both these LECs from conducting interLATA traffic studies on these routes.
- Issues 1 through 4 concern intraLATA routes. The pocket areas in these dockets involve customers who cannot call their county seat, because the exchange from which they are served is primarily located in a different county. Thus, these subscribers cannot call their county seat on a local basis. Staff refers to this situation as an "intra-county" pocket. Staff is recommending that the Commission implement extended calling service on the routes in these issues (ECS rates residential calls at \$.25 per call regardless of duration and business calls are rated at \$.10 for the first minute and \$.06 for each additional minute).

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

- Issue 5 addresses an interLATA, intra-county pocket route. Staff is proposing to ballot the customers for a modified ECS plan, which requires an additive.
- In Issue 6, which concerns interLATA routes that do not involve intra-county calling, staff is recommending that the Commission set this docket for hearing. Currently, staff does not have adequate data to determine if an alternative toll plan is warranted.

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

DISCUSSION OF ISSUES

ISSUE 1: Should St. Joseph Telephone and Telegraph Company's proposal to implement extended calling service (ECS) between the Eastpoint and Bristol exchanges in Docket No. 921194-TL be approved?

RECOMMENDATION: Yes. St. Joseph Telephone and Telegraph Company's proposal to implement extended calling service (ECS) between the Eastpoint and Bristol exchanges in Docket No. 921194-TL should be approved. Residential customers should pay \$.25 per call regardless of duration, and business calls on this route should be rated at \$.10 for the first minute and \$.06 for each additional minute. The Company should file an appropriate tariff to implement the ECS plan as soon as possible. The tariff should be approved without further Commission review.

When implemented, pay telephone providers will charge end users no more than \$.25 per message and pay the standard measured interconnection usage charge.

Interexchange carriers (IXCs) may continue to carry the same types of traffic on this route that they are now authorized to carry.

STAFF ANALYSIS: By letter dated September 25, 1995, St. Joseph Telephone and Telegraph Company (St. Joe or the Company) notified staff that it intends to implement ECS between the Eastpoint and Bristol exchanges. ECS rates residential calls at \$.25 per call regardless of duration and business calls are charged at \$.10 for the first minute and \$.06 for each additional minute. The Company states that it has made its own analysis of the pocket situation and has concluded that the best way to resolve the problem of the Sumatra residents is to implement ECS between the entire Eastpoint exchange and the Bristol exchange. St. Joe intends to file a tariff on or before October 20, 1995.

In Order No. PSC-93-1705-FOF-TL, issued November 29, 1993, the Commission directed staff to investigate "pocket situations" in the EAS rulemaking docket. Staff was further directed to revisit the Eastpoint (Liberty County) pocket/Bristol route once a solution was found.

In addition to an alternative toll plan, staff considered changing the boundary and moving the 56 Sumatra customers into the Bristol exchange. The cost of moving the Eastpoint (Liberty County pocket) into the Bristol exchange is estimated to be \$135,839.29

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

(\$2,425.71 per customer). The Commission determined in Order No. PSC-93-1705-FOF-TL that this was cost prohibitive.

Staff also considered making an exception area for the "pocket", which would make it look like its own exchange without utilizing a separate NXX. The "pocket" area telephone numbers could be class-marked to allow them to have a different calling scope. Even though this is possible, staff does not recommend it. Any time an exception area is created within an exchange, customer confusion is imminent. This ranges from the location of the boundary defining the exception area to the telephone operators assisting with information calls. In addition, the Company can only identify the outgoing calls.

Historically, the Commission has considered an alternative toll plan on routes that met the calling rate requirement and exhibited a substantial distribution factor. Typically, these cases were close to meeting our requirements, but fell short by a small percentage on the distribution factor. In the past, on pocket routes that met the M/A/M requirement for EAS and had significant distribution factors, the Commission has considered alternative toll plans as resolutions to "pocket situations" (e.g. Docket No. 920667-TL - St. Johns County Commission for EAS between Green Cove Springs, Julington, and St. Augustine). In addition, the Commission has denied toll relief on pocket routes that did not meet the EAS M/A/M requirement or demonstrated a significant distribution factor (e.g. Docket No. 920150-TL - Highlands County and Docket No. 921268-TL - DeSoto County).

The calling volumes on the Eastpoint (Liberty County pocket)/Bristol route exceeded the M/A/M requirement for traditional EAS under the Commission's rules, but the distribution factor fell below the 50% threshold requirement (7.23 M/A/Ms with 39% of the customers making two or more calls).

Staff believes this pocket route warrants an alternative toll plan since the calling rates and distribution factors are similar to those approved in 920667-TL. In addition, staff believes it is appropriate to allow interexchange carriers (IXCs) to continue to carry the same types of traffic on these routes that they are now authorized to carry. This is consistent with Order No. PSC-94-0572-FOF-TL, issued May 16, 1994, in Docket No. 911034-TL (Request by the Broward County Commission for EAS between Fort Lauderdale, Hollywood, North Dade and Miami).

In computing revenue impact, staff considered a 50% stimulation factor. With stimulation, staff estimates an annual

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

revenue loss of \$4,535 for St. Joe Telephone. Absent stimulation the annual revenue loss would be \$10,647.

Staff recommends that St. Joe's proposal to implement extended calling service (ECS) between the East Point and Bristol exchanges in Docket No. 921194-TL should be approved. The Eastpoint exchange is primarily located in Franklin County and traffic data indicate that there is a community of interest between the residents of Liberty County served from the Eastpoint exchange (56 customers) into the Bristol exchange which is the county seat of Liberty County. This proposal would provide toll relief for the Eastpoint (Liberty County pocket) customers to access their county seat, local government offices and schools.

The Company should file an appropriate tariff to implement the ECS plan as soon as possible. The tariff should be approved without further Commission review. Residential customers should pay \$.25 per call regardless of duration, and business calls on these routes should be rated at \$.10 for the first minute and \$.06 for each additional minute. When implemented, pay telephone providers should charge end users no more than \$.25 per message and pay the standard measured interconnection usage charge. Interexchange carriers (IXCs) may continue to carry the same types of traffic on these routes that they are now authorized to carry.

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

ISSUE 2: Should the Commission consider any action on the Lake City (Baker County pocket)/MacClenny and Lake City (Baker County pocket)/Sanderson routes in Docket No. 930040-TL?

RECOMMENDATION: Yes, extended calling service (ECS) should be implemented on the Lake City/MacClenny and Lake City/Sanderson (included to avoid leapfrogging) routes. Residential customers should pay \$.25 per call regardless of duration, and business calls on these routes should be rated at \$.10 for the first minute and \$.06 for each additional minute. ECS should be implemented on these routes as soon as possible but not to exceed six months from the issuance date of the order from this recommendation.

When implemented, pay telephone providers will charge end users no more than \$.25 per message and pay the standard measured interconnection usage charge.

Interexchange carriers (IXCs) may continue to carry the same types of traffic on these routes that they are now authorized to carry.

STAFF ANALYSIS: By Order No. PSC-93-1700-FOF-TL, issued November 24, 1993, the Commission directed staff to investigate "pocket situations" in the EAS rulemaking docket. Staff was further directed to revisit the Lake City (Baker County pocket)/MacClenny and Lake City (Baker County pocket)/Sanderson routes once a solution was found. The Lake City exchange is provided service by Southern Bell and the MacClenny and Sanderson routes are served by Northeast Telephone.

Staff did not consider a boundary change, in this instance, to resolve the pocket problems because it involves two local exchange companies (LECs). The expense, time and complications involved with a transfer of territory would be cost prohibitive due to the lengthy negotiations that may or may not result in a solution.

Historically, the Commission has considered an alternative toll plan on routes that met the calling rate requirement and exhibited a substantial distribution factor. Typically, these cases were close to meeting our requirements, but fell short by a small percentage on the distribution factor. In the past, on pocket routes that met the M/A/M requirement for EAS and had significant distribution factors, the Commission has considered alternative toll plans as resolutions to "pocket situations" (e.g. Docket No. 920667-TL - St. Johns County Commission for EAS between Green Cove Springs, Julington, and St. Augustine). In addition, the Commission has denied toll relief on

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

pocket routes that did not meet the EAS M/A/M requirement or demonstrated a significant distribution factor (e.g. Docket No. 920150-TL - Highlands County and Docket No. 921268-TL - DeSoto County).

The calling volumes on the Lake City (Baker County pocket)/MacClenny route exceeded the M/A/M requirement and distribution factor for traditional EAS under the Commission's rules. The Lake City/Sanderson route is included to avoid leapfrogging.

Staff believes the Lake City/MacClenny route warrants an alternative toll plan since the calling rates and distribution factors for the Lake City (Baker County pocket)/MacClenny route are similar to those approved in 920667-TL (St. Johns County). This will allow the Baker County residents who are served out of the Lake City exchange access to their county government and schools. The Lake City/Sanderson route is also included for an alternative toll plan to avoid leapfrogging.

In addition, staff believes it is appropriate to allow interexchange carriers (IXCs) to continue to carry the same types of traffic on these routes that they are now authorized to carry. This is consistent with Order No. PSC-94-0572-FOF-TL, issued May 16, 1994, in Docket No. 911034-TL (Request by the Broward County Commission for EAS between Fort Lauderdale, Hollywood, North Dade and Miami).

Northeast stated it could not readily provide the data needed to determine the revenue impact; therefore, staff's revenue impact will only relate to Southern Bell. In computing revenue impact for Southern Bell, staff considered a 50% stimulation factor. With stimulation, staff estimates an annual revenue loss of \$46,710 for Southern Bell. Absent stimulation the annual revenue loss would be \$62,637.

Staff recommends that extended calling service (ECS) be implemented on the Lake City/MacClenny and Lake City/Sanderson routes (the Lake City/Sanderson route is included to avoid leapfrogging). Residential customers should pay \$.25 per call regardless of duration, and business calls on these routes should be rated at \$.10 for the first minute and \$.06 for each additional

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

minute. ECS should be implemented on these routes as soon as possible but not to exceed six months from the issuance date of the order from this recommendation. When implemented, pay telephone providers will charge end users no more than \$.25 per message and pay the standard measured interconnection usage charge. Interexchange carriers (IXCs) may continue to carry the same types of traffic on these routes that they are now authorized to carry.

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

ISSUE 3: Should the Commission consider any action on the Englewood (Sarasota County pocket)/Sarasota route in Docket No. 930578-TL?

RECOMMENDATION: Yes, extended calling service (ECS) should be implemented on the Englewood/Sarasota route. Residential customers should pay \$.25 per call regardless of duration, and business calls on this route should be rated at \$.10 for the first minute and \$.06 for each additional minute. ECS should be implemented on this route as soon as possible but not to exceed six months from the issuance date of the order from this recommendation.

When implemented, pay telephone providers will charge end users no more than \$.25 per message and pay the standard measured interconnection usage charge.

Interexchange carriers (IXCs) may continue to carry the same types of traffic on these routes that they are now authorized to carry.

STAFF ANALYSIS: By Order No. PSC-94-0843-FOF-TL, issued July 12, 1994, the Commission directed staff to investigate "pocket situations" in the EAS rulemaking docket. Staff was further directed to revisit the Englewood (Sarasota County pocket)/Sarasota route once a solution was found. The Englewood and Sarasota exchanges are served by GTEFL.

Historically, the Commission has considered an alternative toll plan on routes that met the calling rate requirement and exhibited a substantial distribution factor. Typically, these cases were close to meeting our requirements, but fell short by a small percentage on the distribution factor. In the past, on pocket routes that met the M/A/M requirement for EAS and had significant distribution factors, the Commission has considered alternative toll plans as resolutions to "pocket situations" (e.g. Docket No. 920667-TL - St. Johns County Commission for EAS between Green Cove Springs, Julington, and St. Augustine). In addition, the Commission has denied toll relief on pocket routes that did not meet the EAS M/A/M requirement or demonstrated a significant distribution factor (e.g. Docket No. 920150-TL - Highlands County and Docket No. 921268-TL - DeSoto County).

The calling volumes on the Englewood (Sarasota County pocket)/Sarasota route exceeded the M/A/M requirement and distribution factor for traditional EAS under the Commission's rules. Staff believes this route warrants an alternative toll plan since the calling rates and distribution factors are similar to

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

those approved in 920667-TL (St. Johns County). This will allow the Sarasota County residents who are served out of the Englewood exchange access to their county government and schools.

In addition, staff believes it is appropriate to allow interexchange carriers (IXCs) to continue to carry the same types of traffic on these routes that they are now authorized to carry. This is consistent with Order No. PSC-94-0572-FOF-TL, issued May 16, 1994, in Docket No. 911034-TL (Request by the Broward County Commission for EAS between Fort Lauderdale, Hollywood, North Dade and Miami).

In computing revenue impact for GTEFL, staff considered a 50% stimulation factor. With stimulation, staff estimates an annual revenue loss of \$458,330 for GTEFL. Absent stimulation the annual revenue loss would be \$588,393.

Staff recommends that extended calling service (ECS) be implemented on the Englewood/Sarasota route. Residential customers should pay \$.25 per call regardless of duration, and business calls on this route should be rated at \$.10 for the first minute and \$.06 for each additional minute. ECS should be implemented on this route as soon as possible but not to exceed six months from the issuance date of the order from this recommendation. When implemented, pay telephone providers will charge end users no more than \$.25 per message and pay the standard measured interconnection usage charge. Interexchange carriers (IXCs) may continue to carry the same types of traffic on this route that they are now authorized to carry.

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

ISSUE 4: Should the Commission consider any action on the Palatka (St. Johns County pocket)/St. Augustine route in Docket No. 940699-TL?

RECOMMENDATION: Yes, extended calling service (ECS) should be implemented on the Palatka/St. Augustine route. Residential customers should pay \$.25 per call regardless of duration, and business calls on this route should be rated at \$.10 for the first minute and \$.06 for each additional minute. ECS should be implemented on this route as soon as possible but not to exceed six months from the issuance date of the order from this recommendation.

When implemented, pay telephone providers will charge end users no more than \$.25 per message and pay the standard measured interconnection usage charge.

Interexchange carriers (IXCs) may continue to carry the same types of traffic on this route that they are now authorized to carry.

STAFF ANALYSIS: By Order No. PSC-95-0353-FOF-TL, issued March 14, 1995, the Commission directed staff to investigate "pocket situations" in the EAS rulemaking docket. Staff was further directed to revisit the Palatka (St. Johns County pocket)/ St. Augustine route once a solution was found. The Palatka and St. Augustine exchanges are served by Southern Bell.

Historically, the Commission has considered an alternative toll plan on routes that met the calling rate requirement and exhibited a substantial distribution factor. Typically, these cases were close to meeting our requirements, but fell short by a small percentage on the distribution factor. In the past, on pocket routes that met the M/A/M requirement for EAS and had significant distribution factors, the Commission has considered alternative toll plans as resolutions to "pocket situations" (e.g. Docket No. 920667-TL - St. Johns County Commission for EAS between Green Cove Springs, Julington, and St. Augustine). In addition, the Commission has denied toll relief on pocket routes that did not meet the EAS M/A/M requirement or demonstrated a significant distribution factor (e.g. Docket No. 920150-TL - Highlands County and Docket No. 921268-TL - DeSoto County).

The calling volumes on the Palatka (St. Johns County pocket)/St. Augustine route exceeded the M/A/M requirement and distribution factor for traditional EAS under the Commission's rules. Staff believes this route warrants an alternative toll plan

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

since the calling rates and distribution factors are similar to those approved in 920667-TL (St. Johns County). This will allow the St. Johns County residents who are served out of the Palatka exchange access to their county government and schools.

In addition, staff believes it is appropriate to allow interexchange carriers (IXCs) to continue to carry the same types of traffic on these routes that they are now authorized to carry. This is consistent with Order No. PSC-94-0572-FOF-TL, issued May 16, 1994, in Docket No. 911034-TL (Request by the Broward County Commission for EAS between Fort Lauderdale, Hollywood, North Dade and Miami).

In computing revenue impact for Southern Bell, staff considered a 50% stimulation factor. With stimulation, staff estimates an annual revenue loss of \$236,623 for Southern Bell. Absent stimulation the annual revenue loss would be \$324,266.

Staff recommends that extended calling service (ECS) be implemented on the Palatka/St. Augustine route. Residential customers should pay \$.25 per call regardless of duration, and business calls on this route should be rated at \$.10 for the first minute and \$.06 for each additional minute. ECS should be implemented on this route as soon as possible but not to exceed six months from the issuance date of the order from this recommendation. When implemented, pay telephone providers will charge end users no more than \$.25 per message and pay the standard measured interconnection usage charge. Interexchange carriers (IXCs) may continue to carry the same types of traffic on this route that they are now authorized to carry.

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

ISSUE 5: Should the Commission consider any action on the Cross City (Taylor County pocket)/Perry and Cross City (Taylor County pocket)/Keaton Beach routes in Docket No. 930235-TL?

RECOMMENDATION: Yes. Staff recommends that Cross City customers be balloted for an "interLATA alternative toll plan" to Perry and Keaton Beach (included to avoid leapfrogging). These routes are interLATA and involve Southern Bell; therefore traditional ECS cannot be implemented. Because the Commission has not made a determination on how the "interLATA alternative toll plans" should be ordered, staff recommends that the Commission delay this decision until a November or December agenda conference when it will review staff's recommendation on all pending "interLATA alternative toll plans".

STAFF ANALYSIS: This route involves a pocket of Taylor County subscribers who cannot call their county seat. These customers are served by Southern Bell from the Cross City exchange, which is primarily located in Dixie County. The county seat for Taylor County is located in the Perry exchange, which is served by Gulf. The Cross City and Perry exchanges are interLATA, and the LATA line does not correspond to the boundary between the counties.

By Order No. PSC-93-1168-FOF-TL, issued August 10, 1993, the Commission granted Southern Bell relief from filing interLATA traffic studies on the routes in this docket. Southern Bell states that it no longer performs the recording and rating of interLATA traffic for AT&T; therefore, it no longer has the data, or access to it.

Gulf provided traffic studies on its interLATA routes; however, Southern Bell could not provide any traffic data in the required format. At the September 12, 1995 agenda conference, the Commission determined that no additional traffic studies should be required from Southern Bell in this docket.

Staff did not consider a boundary change, in this instance, to resolve the pocket problems, because it involves two local exchange companies (LECs). The expense, time and complications involved with a transfer of territory would be cost prohibitive due to the lengthy negotiations that may or may not result in a solution.

Historically, the Commission has determined a community of interest based on the toll volumes between exchanges. The Commission has also considered whether the area has toll-free access to its county seat. This case is unique in that it involves a pocket that cannot call its county seat, and we cannot obtain the

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

toll information in the required format to make a community of interest determination. Because these routes involve a county that is not only split by an exchange but also a LATA line (local access and transport area), staff is limited in its options.

Because of this unique situation, staff believes an "interLATA toll alternative" will be appropriate since the Commission will only be authorizing a ballot, not the implementation of the alternative plan. The "interLATA toll alternative", which will be discussed in detail in a recommendation scheduled for a later agenda, will require a ballot and an additive with an allowance. Since the Commission does not have the traffic study to aid in its decision to order a ballot of the alternative toll plan, the customers vote in favor or against the plan will support the Commission's ultimate decision. Therefore, it is staff's opinion that because this plan requires a ballot, it will be approved by the customers only if there is a true community of interest.

Staff recommends that Cross City customers be balloted for an "interLATA alternative toll plan" to Perry and Keaton Beach (included to avoid leapfrogging). These routes are interLATA and involve Southern Bell; therefore traditional ECS cannot be implemented. Because the Commission has not made a determination on how the "interLATA alternative toll plans" should be ordered, staff recommends that the Commission delay this decision until a later agenda conference when it will review staff's recommendation on all pending "interLATA alternative toll plans."

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

ISSUE 6: Should the Commission consider any action on routes listed in Table A in Docket No. 930173-TL?

TABLE A

REQUESTED INTERLATA ROUTES FOR EAS	
FROM:	TO:
Haines City (Except Poinciana 427 pocket)	Kissimmee, West Kissimmee
Haines City	Orlando, Lake Buena Vista, Windermere, Reedy Creek, Winter Park, Clermont, Winter Garden, St. Cloud
Haines City (including 427 Poinciana pocket)	Orlando, Lake Buena Vista, Windermere, Reedy Creek, Winter Park, Clermont, Winter Garden, St. Cloud

RECOMMENDATION: Yes. Staff recommends that this docket be set for hearing so community of interest criteria other than toll may be presented and considered.

STAFF ANALYSIS: The routes involved in this EAS request are interLATA and involve GTEFL, Southern Bell, United and Vista-United. Staff does not have the traffic data from the requesting exchange (Haines City) or any other community of interest information other than the petition to assist in making a determination of whether these requested routes warrant extended area service (EAS) or ECS. Therefore, staff does not believe it has any justification for closing the docket. Since this EAS request does not involve calling to the county seat, staff does not believe that an alternative plan is appropriate without first determining if a community of interest exists.

By Order No. PSC-93-1168-FOF-TL, issued August 10, 1993, the Commission granted Southern Bell relief from filing interLATA traffic studies on the routes in this docket. By Order No. PSC-94-0304-FOF-TL, issued March 16, 1994, the Commission granted GTEFL relief from filing interLATA traffic data in this docket. Both LECs state that they no longer perform the recording and rating of interLATA traffic for AT&T; therefore, they no longer have the data, nor do they have access to the data. In addition, they state that they are unable to provide traffic data in the format required by the EAS rules.

DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

United and Vista-United provided traffic studies on their interLATA routes, however GTEFL and Southern Bell could not provide any traffic data in the required format. At the September 12, 1995 agenda conference, the Commission determined that no additional traffic studies should be required from Southern Bell or GTEFL in this docket and that staff did not have sufficient information to make a recommendation regarding whether routes in Table A qualify to be balloted for EAS. Since this docket involves a pocket of the Haines City exchange (Polo Park), the Commission also determined that this docket should be evaluated with the other pending EAS "pocket" dockets.

Historically, the Commission determines a community of interest based on the toll volumes between exchanges. This is consistent with Rule 25-4.060 (3), Florida Administrative Code; however, since this information is unavailable in the format required by Commission rule, staff believes that other community of interest criteria should be considered. This is further supported by that fact that this EAS request does not involve calling to the county seat, so staff does not believe that an alternative plan is appropriate without first determining if a sufficient community of interest exists.

Staff believes that this docket should be set for hearing to give the parties an opportunity to present community of interest criteria. This will give the Commission an opportunity to consider community of interest information that otherwise would not be presented in this case. This is consistent with the Commission's decision in Docket No. 941281-TL (EAS - Groveland to Orlando). Therefore, staff recommends that this docket be set for hearing so community of interest criteria other than toll traffic may be presented and considered.

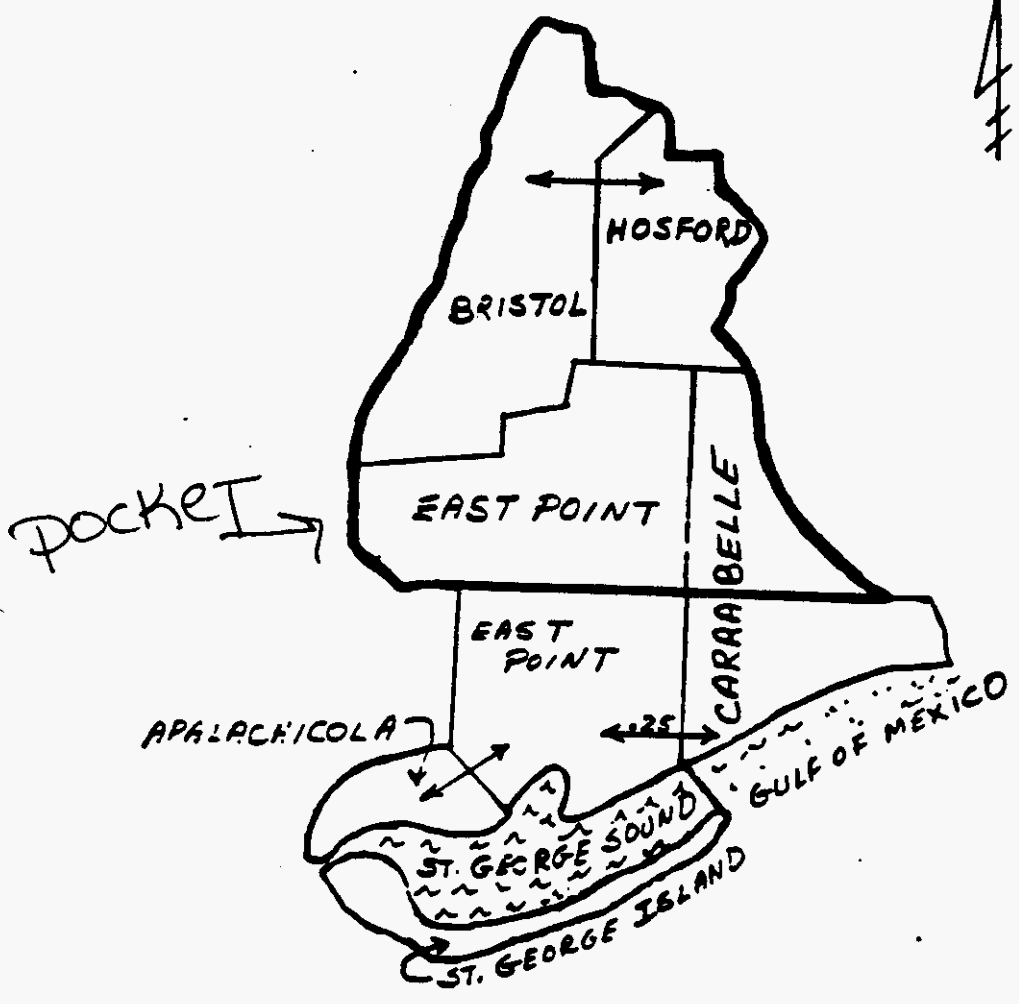
DOCKET NO. 921194-TL
DATE: SEPTEMBER 28, 1995

ISSUE 7: Should these dockets be closed?

RECOMMENDATION: With the approval of Issues 1, 2, 3 and 4, Docket Nos. 921194-TL, 930040-TL, 930578-TL and 940699-TL should be closed if no protests are filed within 21 days of the issuance of the order. A protest regarding one route should not keep the action regarding other routes from becoming final. Docket Nos. 930173-TL and 930235-TL should remain open pending resolution of other issues.

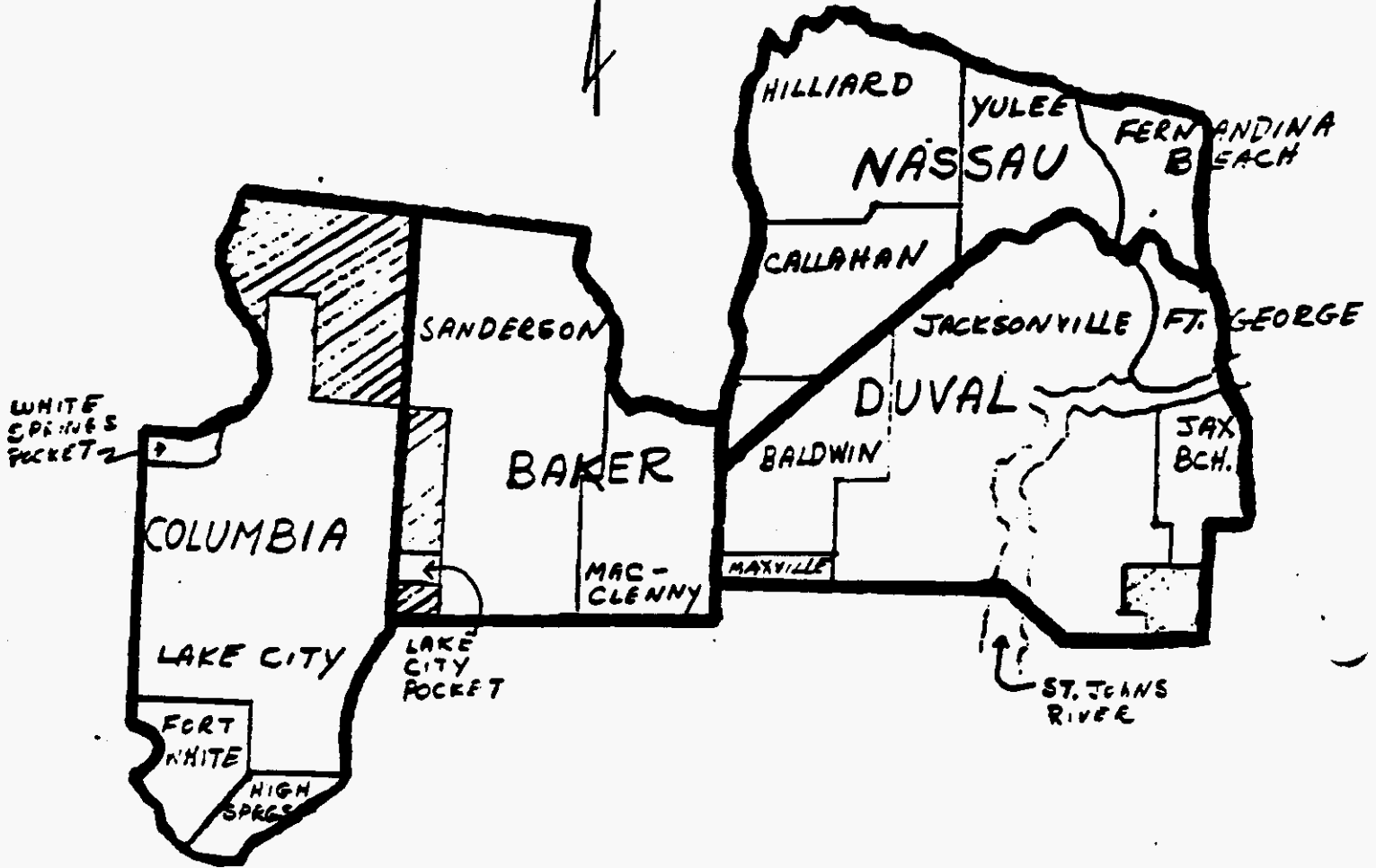
STAFF ANALYSIS: With the approval of Issues 1, 2, 3 and 4, Docket Nos. 921194-TL, 930040-TL, 930578-TL and 940699-TL should be closed if no protests are filed within 21 days of the issuance of the order. A protest regarding one route should not keep the action regarding other routes from becoming final. Docket Nos. 930173-TL and 930235-TL should remain open pending resolution of other issues.




LIBERTY COUNTY



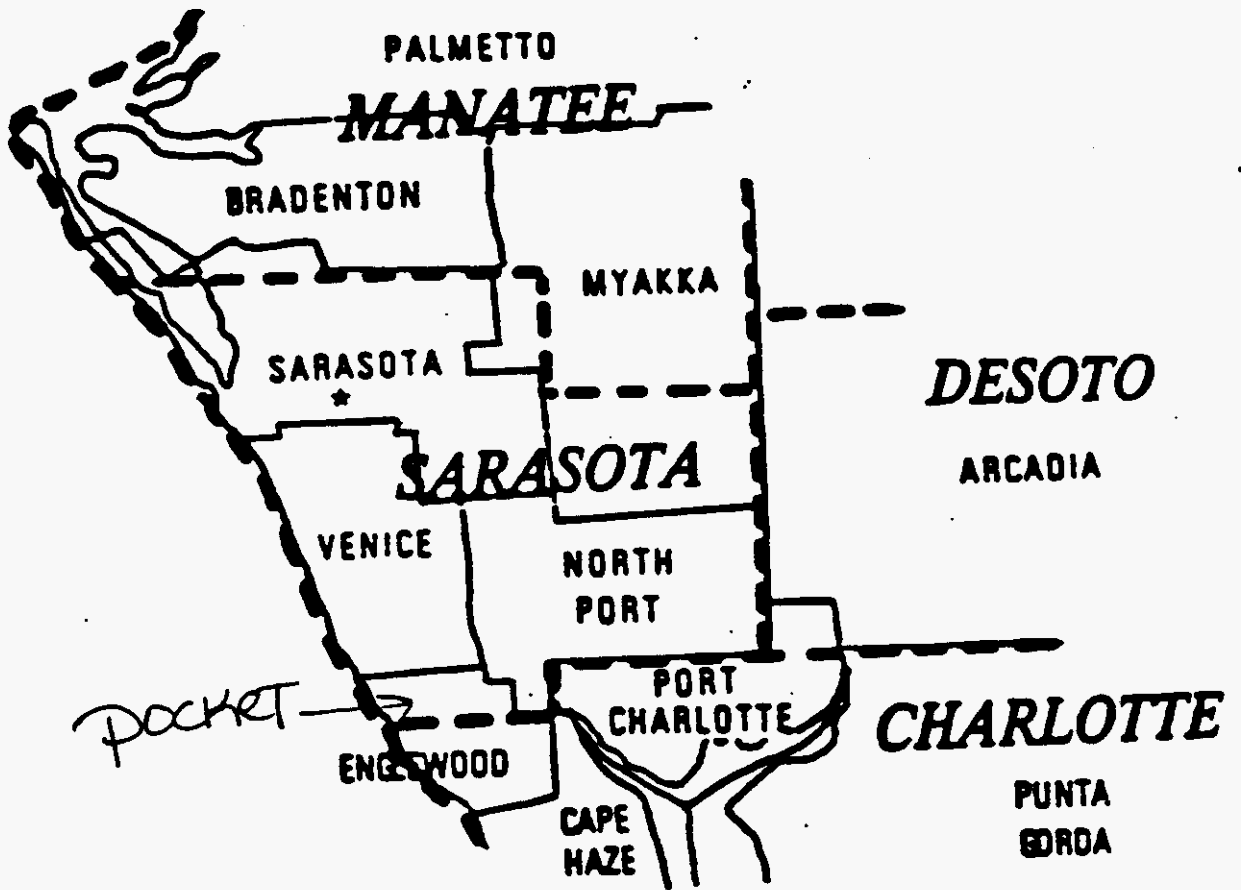
- LIBERTY COUNTY BOUNDARY
- EXCHANGE BOUNDARY
- ↔** EXISTING EAS

Baker County

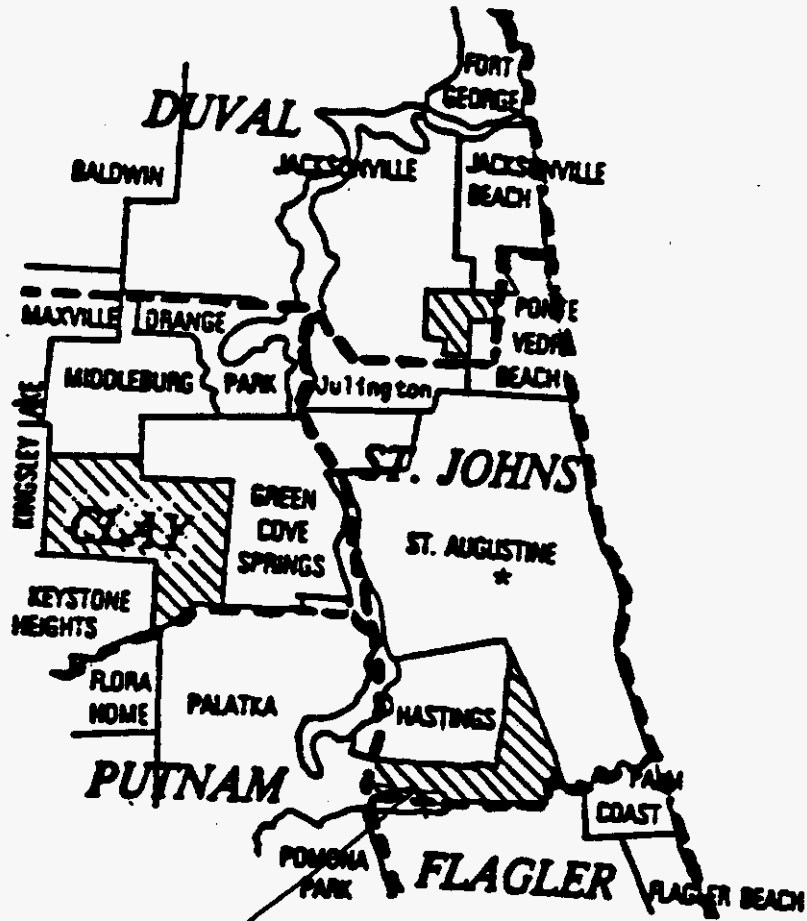


-  COUNTY BOUNDARY
-  EXCHANGE BOUNDARY
-  AREA CERTIFICATED TO SOUTHERN BELL - NOT ASSIGNED TO AN EXCHANGE

SARASOTA

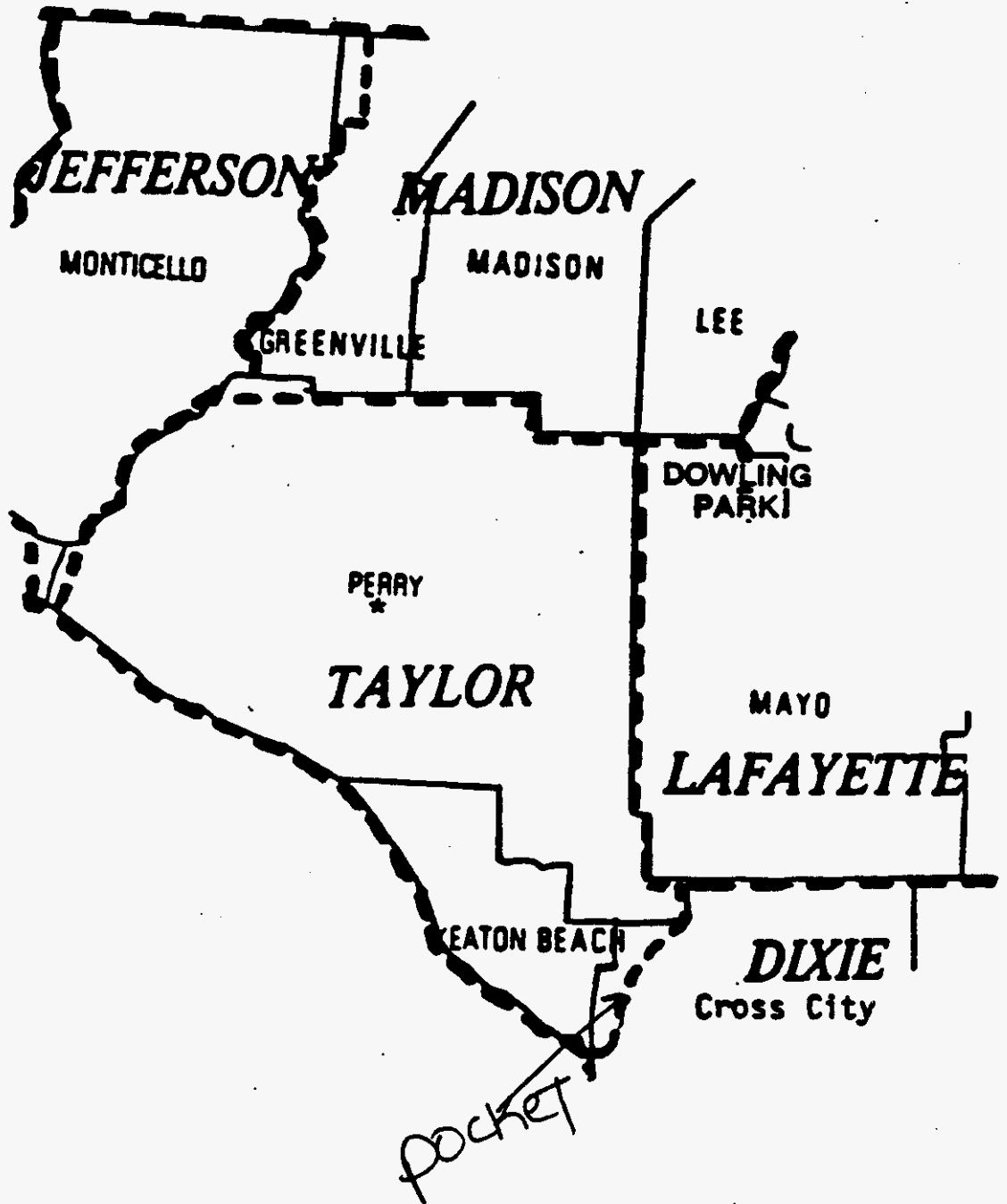


ST. JOHNS



Pocket

TAYLOR



POLK

