

FLORIDA PUBLIC SERVICE COMMISSION
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M E M O R A N D U M

December 7, 1995

TO: DIRECTOR, DIVISION OF RECORDS AND REPORTING (BAYO)
FROM: DIVISION OF COMMUNICATIONS (SHELPER, WIDELL) *AS*
DIVISION OF LEGAL SERVICES (CANZANO) *W*
RE: DOCKET NO. 921193-TL - RESOLUTION BY THE PALM BEACH
COUNTY BOARD OF COUNTY COMMISSIONERS FOR EXTENDED AREA
SERVICE (EAS) BETWEEN ALL EXCHANGES IN PALM BEACH COUNTY.

DOCKET NO. 930236-TL - RESOLUTION BY MARION COUNTY
COMMISSIONERS FOR COUNTYWIDE EXTENDED AREA SERVICE (EAS)
WITHIN MARION COUNTY.

AGENDA: DECEMBER 19, 1995 - REGULAR AGENDA - PROPOSED AGENCY
ACTION - INTERESTED PERSONS MAY PARTICIPATE

CRITICAL DATES: NONE

SPECIAL INSTRUCTIONS: I:\PSC\CMU\WP\921193TL.RCM

CASE BACKGROUND

- By Order No. PSC-95-1135-FOF-TL, in Docket Nos. 921193-TL, 921267-TL, 930236-TL, 920979-TL, and 940335-TL, issued September 12, 1995, the Commission ordered extended calling service (ECS) on a number of routes. There are some routes in Docket Nos. 921193-TL and 930236-TL that have optional extended area service (OEAS), enhanced optional extended area service (EOEAS), or optional extended local calling (OELC) plans that staff neglected to remove or modify when ECS was ordered.
- This recommendation will address the routes that have optional extended area service plans that need to be removed or modified.

DOCUMENT NUMBER-DATE

12237 DEC-7 95

FPSC-RECORDS/REPORTING

DISCUSSION OF ISSUES

ISSUE 1: Should the optional extended area plans be removed or modified in Docket No. 921193-TL (Palm Beach County)?

RECOMMENDATION: Yes. The existing OEAS plan on the Boca Raton/West Palm Beach, West Palm Beach/Boca Raton, Delray Beach/West Palm Beach and West Palm Beach/Delray Beach routes should be discontinued with the implementation of extended calling service (ECS) on the Boca Raton/West Palm Beach and Delray Beach/West Palm Beach routes. The existing EOEAS plan on the Belle Glade/West Palm Beach, Delray Beach/West Palm Beach and Pahokee/West Palm Beach routes should be discontinued, except the premium option, with the implementation of ECS on the Belle Glade/West Palm Beach, Delray Beach/West Palm Beach and Pahokee/West Palm Beach routes.

STAFF ANALYSIS: By Order No. PSC-95-1135-FOF-TL, in Docket No. 921193-TL, issued September 12, 1995, the Commission ordered ECS on the Boca Raton/West Palm Beach, Delray Beach/West Palm Beach, Belle Glade/West Palm Beach, Pahokee/West Palm Beach and Boynton Beach/Boca Raton routes. ECS rates residential calls at \$.25 per call regardless of duration, and business customers pay \$.10 for the first minute and \$.06 for each additional minute. The Order further required that these routes be implemented as soon as possible but no later than March 12, 1996.

Historically, staff recommends the removal or modification of optional extended area service plans when EAS or ECS is ordered on a route because they are no longer applicable. However, staff overlooked addressing the optional EAS plans in its recommendation for intraLATA alternative toll plans. The Boca Raton/West Palm Beach, Delray Beach/West Palm Beach, Belle Glade/West Palm Beach and Pahokee/West Palm Beach routes have optional EAS plans that staff needs to address.

The existing OEAS plan on the Boca Raton/West Palm Beach, West Palm Beach/Boca Raton, Delray Beach/West Palm Beach and West Palm Beach/Delray Beach routes should be discontinued with the implementation of extended calling service (ECS) on the Boca Raton/West Palm Beach and Delray Beach/West Palm Beach routes.

In addition, the existing EOEAS plan on the Belle Glade/West Palm Beach, Delray Beach/West Palm Beach and Pahokee/West Palm Beach routes should be discontinued, except the premium option, with the implementation of ECS on the Belle Glade/West Palm Beach, Delray Beach/West Palm Beach and Pahokee/West Palm Beach routes. The premium option allows residential customers unlimited calling to a specified exchange for a monthly additive.

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Historically, the Commission has retained the premium option because of its unlimited calling offering.

Staff recommends that the existing OEAS plan on the Boca Raton/West Palm Beach, West Palm Beach/Boca Raton, Delray Beach/West Palm Beach and West Palm Beach/Delray Beach routes should be discontinued with the implementation of extended calling service (ECS) on the Boca Raton/West Palm Beach and Delray Beach/West Palm Beach routes. The existing EOEAS plan on the Belle Glade/West Palm Beach, Delray Beach/West Palm Beach and Pahokee/West Palm Beach routes should be discontinued, except the premium option, with the implementation of ECS on the Belle Glade/ West Palm Beach, Delray Beach/West Palm Beach and Pahokee/West Palm Beach routes.

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ISSUE 2: Should the optional extended local calling (OELC) plan be removed or modified in Docket No. 930236-TL (Marion County)?

RECOMMENDATION: No. The existing OELC plan should be retained between the Williston/Ocala and Ocala/Williston routes.

STAFF ANALYSIS: By Order No. PSC-95-1135-FOF-TL, in Docket No. 930236-TL, issued September 12, 1995, the Commission ordered ECS on the Williston/Ocala and Williston/McIntosh routes. ECS rates residential calls at \$.25 per call regardless of duration, and business customers pay \$.10 for the first minute and \$.06 for each additional minute. The Order further required that these routes be implemented as soon as possible but no later than March 12, 1996.

Historically, staff has recommended the removal or modification of optional extended area service plans when EAS or ECS is ordered on a route because they are no longer applicable. However, staff overlooked addressing the optional EAS plans in its recommendation for intraLATA alternative toll plans. The Williston/Ocala and Ocala/Williston routes have optional extended local calling (OELC) plans that staff needs to address.

The existing OELC plan allows residential and business customers unlimited calling to a specified exchange for a monthly additive. Historically, the Commission has retained this plan because of its unlimited calling offering.

Staff recommends that the existing OELC plan should not be removed or modified on the Williston/Ocala and Ocala/Williston routes.

ISSUE 3: Should Docket Nos. 921193-TL and 930236-TL be closed?

RECOMMENDATION: With approval of Issue 1, Docket No. 921193-TL should remain open pending resolution of the interLATA route involved in this docket. With approval of Issue 2, Docket No. 930236-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.