

FLORIDA PUBLIC SERVICE COMMISSION

VOTE SHEET

JANUARY 6, 1998

RE: 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.

Issue 1: Is there a sufficient community of interest on the routes listed in Table A below to justify surveying for non-optional extended area service, as currently defined in the Commission rules, or for implementing an alternative toll plan?

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

COMMISSIONERS ASSIGNED: Full Commission

COMMISSIONERS' SIGNATURES

MAJORITY

DISSENTING

REMARKS/DISSENTING COMMENTS:

*To the January 20, 1998
Commission Conference.*

DOCUMENT NUMBER-DATE

00218 JAN-7 98

FPSC-RECORDS/REPORTING

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Recommendation: Based on the testimony, staff does not believe that a sufficient community of interest exists to warrant surveying the Haines City exchange (Polo Park pocket) for flat rate non-optional EAS on the routes at issue. However, staff believes that a sufficient community of interest exists to warrant an alternative form of toll relief on the Haines City/Orlando, Haines City/Kissimmee, Haines City/West Kissimmee, Haines City/Lake Buena Vista, Haines City/Reedy Creek, and Haines City/Celebration routes. Staff does not believe that any of the remaining routes warrant an alternative form of toll relief. Staff notes that the Haines City/Reedy Creek route was included to avoid leapfrogging. Staff also notes that the Celebration exchange was created after this docket was initiated, and is located in the center of the petitioners' requested routes. Specifically, staff recommends that the Commission order BellSouth, GTEFL, Sprint-United, and Vista-Sprint to implement ECS on the routes cited above, except the Haines City/Orlando route. Residential customers should pay \$.25 per call regardless of duration, and business calls should be rated at \$.10 for the first minute and \$.06 for each additional minute. IXCs may continue to carry the same type of traffic on those routes that they are now authorized to carry. ECS should be implemented on these routes as soon as possible, but not to exceed six months from issuance of an order resulting from this recommendation. The Haines City/Orlando route involves BST, and BST is prohibited by the Telecommunications Act of 1996 from originating interLATA traffic that is not toll-free EAS. The Commission has a hearing scheduled to determine the feasibility of one-way interLATA ECS.

DEFERRED

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Issue 2: What other community of interest factors should be considered in determining if either an optional or non-optional toll alternative should be implemented on these routes?

Recommendation: Other community of interest factors may include location of schools, fire and police departments, medical and emergency facilities, access to local government, location of workplace, and access to goods and services, such as shopping centers and location of social activities (theater, sports, etc).

Issue 3: If a sufficient community of interest is found on any of these routes, what is the economic impact of each plan on the company (summarize in chart form and discuss in detail)?

Recommendation: A) If the Commission denies staff's recommendation in Issue 1 and determines that EAS is warranted, the 25/25 plan with regrouping is calculated by adding 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. Staff points out that two-way EAS would force the West Kissimmee, Kissimmee, and St. Cloud exchanges to be regrouped from a rate group three to rate group four. Rule 25-4.063(1) states that if increased rates result from either regrouping or the use of a mandatory incremental charge for EAS, or both, the Commission will order a survey for all subscribers so affected. In order to comply with the Commission's rule, staff notes that the West Kissimmee, Kissimmee, and St. Cloud exchanges would also have to be surveyed for EAS.

B) Under ECS, residential customers should pay \$.25 per call regardless of duration, and business calls should be rated at \$.10 for the first minute and \$.06 for each additional minute.

C) The evidence presented does not support any other toll relief plans.

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Issue 4: Should subscribers be required to pay an additive as a prerequisite to surveying for extended area service or an alternative interLATA toll plan? If so, how much of a payment is required and how long should it last?

Recommendation: Yes. If the Commission denies staff's recommendation in Issue 1 and determines that the Haines City subscribers should be balloted for EAS, the subscribers should be required to pay an additive. Specifically, the subscribers should be balloted under the 25/25 plan with regrouping. The 25/25 additive should remain in effect for no more than 4 years, after which time the additive should be removed. If ECS is determined to be appropriate, no additive is needed.

Issue 5: If a sufficient community of interest is found, what are the appropriate rates and charges for the plan to be implemented on these routes?

Recommendation: If EAS is determined to be appropriate, staff recommends that the rates be determined under the 25/25 plan with regrouping as outlined in Tables B and C of staff's December 23, 1997 memorandum. Haines City subscribers should be surveyed within 45 days of issuance of the order from this recommendation. GTEFL should submit the newspaper advertisement for staff's review prior to publication. The survey letter and ballot should be submitted to staff for review prior to distribution to its customers. Additionally, GTEFL should provide staff with a copy of the published newspaper advertisement and the dates run. However, if the Commission determines that ECS should be implemented, staff believes that residential customers should pay \$.25 per message regardless of duration, and business calls should be rated at \$.10 for the first minute and \$.06 for each additional minute. IXCs may continue to carry the same type of traffic on those routes that they are now authorized to carry. ECS should be implemented on these routes as soon as possible but not to exceed six months from issuance of an order resulting from this recommendation.

VOYE SHEET

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Issue 6: If extended area service or an alternative interLATA toll plan is determined to be appropriate, should the customers be surveyed?

Recommendation: Yes. If the Commission determines that EAS is appropriate, Haines City subscribers should be surveyed within 45 days of issuance of the order from this recommendation. GTEFL should submit the newspaper advertisement for staff's review prior to publication. The survey letter and ballot should be submitted to staff for review prior to distribution to its customers. Additionally, GTEFL should provide staff with a copy of the published newspaper advertisement and the dates run. However, if the Commission determines that ECS should be implemented, no survey is necessary due to the nature of ECS; only users are affected.

Issue 7: Should this docket be closed?

Recommendation: If the Commission determines that the Haines City subscribers should be surveyed for EAS, then this docket should remain open pending the outcome of the survey. If the Commission determines that ECS is appropriate, then this docket should remain open until the Commission determines the feasibility of one-way ECS on the Haines City/Orlando route. In addition, if the Commission denies staff's recommendation in Issue 1 and further determines that no toll relief should be granted, this docket should be closed.