

VOTE SHEET

OCTOBER 7, 1997

RE: DOCKET NO. 950699-TL - Resolution by City Commission of Haines City requesting extended area service (EAS) from Haines City exchange to all exchanges within Polk County.

Issue 1: Should the Commission grant the Office of Public Counsel's request to address the Commission regarding staff's post-hearing recommendation?

Recommendation: No. Commission rules prohibit participation at an Agenda Conference by persons other than Commissioners and staff on a post-hearing recommendation, unless the Commission is considering new matters related to but not addressed at the hearing.

**APPROVED**

COMMISSIONERS ASSIGNED: DS CL KS

COMMISSIONERS' SIGNATURES

MAJORITY

DISSENTING

*[Handwritten signatures in majority column]*  
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REMARKS/DISSENTING COMMENTS:

DOCUMENT NUMBER-DATE

10324 OCT-85

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Issue 2: Is there a sufficient community of interest to justify implementing EAS, as currently defined in the Commission rules, or implementing Extended Calling Service (ECS), or an alternative toll proposal on any of the following routes:

Haines City/Lakeland\*\*  
Haines City/Polk City  
Haines City/Bartow\*  
Haines City/Mulberry  
Haines City/Frostproof  
Haines City/Indian Lakes  
Haines City/Fort Meade

\* County seat of Polk County

\*\* State and Federal offices serving the area

Recommendation: No. Based on the evidence presented in this docket, staff does not believe that a sufficient community of interest exists to justify a survey of Haines City residents to implement non-optional EAS to all exchanges within Polk County. With the exception of the Haines City/Lakeland route and Haines City/Polk City route, staff does not believe that a sufficient community of interest exists to warrant an alternative toll relief plan on any of the remaining routes. Staff notes the Haines City to Polk City route warrants toll relief to avoid leapfrogging. Specifically, staff recommends that the Commission order GTEFL to implement ECS on the Haines City/Lakeland and Haines City/Polk City routes. 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 the issuance of an order resulting from this recommendation.

**DENIED**

*There appears to be sufficient community of interest to warrant balloting on Haines City/Lakeland, Haines City/Bartow, and Haines City/Polk City routes. These routes all to be balloted with 25/25 additive and regrouping with 4-yr period.*

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Issue 3: What other community of interest factors should be considered in determining if either EAS, ECS, or an alternative toll plan should be implemented?

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).

*No vote*

Issue 4: If a sufficient community of interest is found on any of these routes, what is the economic impact of each plan on the customer and the company (summarize in chart form and discuss in detail)?

- A) EAS with 25/25 plan and regrouping;
- B) Alternative toll plan;
- C) ECS; and
- D) Other (specify)

Recommendation:

- A) If the Commission denies staff's recommendation in Issue 2 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.
- B) The evidence presented does not support an alternative toll plan.
- C) 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.
- D) The evidence presented does not support any other toll relief plans.

Staff notes that the revenue impact data for (A) and (C) were provided under confidential cover.

*No vote*

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Issue 5: Should subscribers be required to pay an additive as a prerequisite to implementation of EAS? 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 2 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 plan should remain in effect for no more than 4 years, after which time this additive should be removed. If ECS is determined to be appropriate, no additive is needed.

*No vote*

Issue 6: If a sufficient community of interest is found, what are the appropriate rates and charges for the plan to be implemented on these routes or route?

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 A and B of staff's September 25, 1997 memorandum. Haines City subscribers should be surveyed within 45 days of the date the order from this recommendation becomes final. 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 the issuance of an order resulting from this recommendation.

*No vote*

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Issue 7: Should this docket be closed?

Recommendation: If the Commission determines that the Haines City subscribers should be balloted for EAS, then this docket should remain open pending the outcome of the ballot. If the Commission determines that ECS is appropriate, then this docket should be closed. In addition, if the Commission denies staff's recommendation in Issue 2 and further determines that no toll relief should be granted, this docket should be closed.

**DENIED**

*Docket is to remain open for balloting.*