

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

In Re: Generic investigation ) DOCKET NO. 960090-TP  
into dialing plans implemented ) ORDER NO. PSC-96-0558-FOF-TP  
throughout Florida. ) ISSUED: April 25, 1996  
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The following Commissioners participated in the disposition of this matter:

SUSAN F. CLARK, Chairman  
J. TERRY DEASON  
JOE GARCIA  
JULIA L. JOHNSON  
DIANE K. KIESLING

NOTICE OF PROPOSED AGENCY ACTION  
ORDER REGARDING IMPLEMENTATION OF DIALING PATTERNS

BY THE COMMISSION:

NOTICE IS HEREBY GIVEN by the Florida Public Service Commission that the action discussed herein is preliminary in nature and will become final unless a person whose interests are substantially affected files a petition for a formal proceeding, pursuant to Rule 25-22.029, Florida Administrative Code.

I. BACKGROUND

By Order No. PSC-96-0322-FOF-TL, we initiated an investigation to determine the extent of the problems associated with dialing patterns required by Orders Nos. PSC-95-1391-FOF-TL, PSC-95-1048-FOF-TL and PSC-96-0123-FOF-TL.

On February 19, 1996, a workshop was conducted to investigate the identified dialing problems resulting from our decisions set forth in the orders listed above, as well as other problems throughout the state. The parties at the workshop raised basically four concerns with the existing dialing procedures: 1) code conflicts, 2) dialing concerns associated with intraLATA presubscription, 3) customer confusion, and 4) a long-term dialing plan for Florida.

Code conflicts arise when a switch, in its processing of the digits dialed by a customer, recognizes that the screening digits (usually the first 3 or 6 digits dialed depending on the type of call) are the same for two different routes. In this instance the switch will not be able to determine, without more, upon which

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route to send the call. The parties at the workshop indicated two ways to correct such code conflicts. First, the LEC could introduce a time delay into the originating switch so that the switch would wait to see if the caller is going to dial 7-digits which would route the call one way or 10-digits which would route the call the other way. This delay could be anywhere from 3 to 8 seconds. Second, the originating switch could be provided some indication of how many digits the customer will dial. The easiest way to do this is require the caller to dial "1" in addition to 10 digits on any call. In today's telecommunications networks, dialing the digit "1" indicates to the originating Switch that the customer will be dialing 10-digits. It should be noted that in addition to code conflicts between an area code and an NXX code, there are circumstances where two NXX codes in different area codes are in conflict. The code conflict between NXX codes usually happens when the local calling scope is extended in some manner such as where Extended Calling Service (ECS) is offered.

The dialing concerns associated with the introduction of intraLATA presubscription arise due to this Commission's decisions to allow competition on ECS routes. IntraLATA presubscription allows a customer to choose the carrier that will carry that customer's toll traffic. When a customer dials the digit "1" the call is transported by the customer's chosen carrier. The parties indicated at the workshop that if a customer wants ECS, that customer must choose its serving LEC as his presubscribed intraLATA carrier. A customer can not presubscribe to a carrier other than his serving LEC in order to get ECS; access to another carrier is only by dialing an access code such as 10XXX. In the workshop, the alternative local exchange companies (ALECs) and interexchange carriers (IXCs) expressed concern with this scenario, but no party was able to provide a workable solution to correct this problem except for the possibility of allowing resale of ECS.

Another concern is whether customers may experience some confusion associated with different dialing patterns for the same type of call, such as ECS. Some exchanges have multiple ECS points, and customers could be confused by having to dial one ECS point in one manner and another ECS point in a different manner. The customer confusion may be substantially mitigated by the use of mechanisms such as customer notices and recorded intercept messages when dialing incorrectly. However, it appears that the only long-term solution to this dialing problem may be to migrate the existing dialing patterns of a specific exchange to a consistent dialing pattern for the same types of traffic. Any such migration should be considered as area code relief proposals are implemented throughout the State or problems arise that justify such a change.

Another concern is the durability of 7-digit local dialing. It appears that 7-digit dialing for local and Extended Area Service (EAS) service should be retained as long as possible to minimize further customer confusion. We acknowledge that this retention will eventually require most, if not all, ECS calls to be dialed on a 1 + 10 basis.

One of the main objectives of the workshop was to develop a long-term solution for dialing patterns in order to provide consistency and direction for carriers. The parties recognized the benefits of a long-term dialing solution and appear to agree, at this time, that the following dialing patterns constitute a workable solution for Florida:

- |  |               |
|--|---------------|
| 1. Intra Exchange Local                                | 10-digits     |
| 2. Inter and Intra NPA EAS                             | 10-digits     |
| 3. Inter and Intra NPA ECS or<br>alternative toll plan | 1 + 10 digits |
| 4. Inter and Intra NPA toll                            | 1 + 10 digits |

It should be noted that this dialing pattern is consistent with the move toward 10-digit dialing for all local traffic. Although 10-digit dialing for local traffic may not be necessary for a considerable time in most areas, this long-term dialing pattern should provide a mechanism that can eliminate most, if not all, of the dialing problems discussed above with the exception of the concerns associated with intraLATA presubscription, which are not specifically a dialing problem.

Notwithstanding our desire to move to a long-term solution, our decision herein is limited to the dialing patterns associated with the 284 ECS routes that were implemented pursuant to Orders Nos. PSC-95-1391-FOF-TL and PSC-96-0123-FOF-TL, and the dialing patterns implemented via issuance of Order No. PSC-95-1048-FOF-TL, 305 area code relief. We anticipate that the conversion of the other dialing patterns throughout the state will evolve to the long-term solution identified above when and as necessary to eliminate dialing problems.

## II. DIALING PATTERNS FOR BELLSOUTH'S ECS ROUTES

In considering the appropriate solution for dialing pattern problems for the ECS routes identified it is important to understand the basic concepts behind assignment of central office

codes in an ECS environment. Typically, the assignment of central office codes (NXX codes) within a specific area code (intraNPA) does not present a major problem, since most area codes represent a large geographical area that provides the ability to eliminate code conflicts by strategic code assignments. As area code relief reduces the geographic size of a specific area code, the process to assign NXX codes and retain specific 7-digit dialing patterns becomes more difficult to handle administratively. Eventually, as the geographical area associated with a specific area code is reduced, the local calling scope within an area code can encompass areas served from different area codes. This interNPA traffic requires the code administrator to restrict the assignments within the two area codes so that no NXX code is duplicated in a specific local calling scope. With the implementation of ECS on the 284 BellSouth routes as set forth in Orders Nos. PSC-95-1391-FOF-TL and PSC-96-0123-FOF-TL, we now face these code conflict problems.

There are four basic types of traffic that must be considered when addressing dialing patterns, local, EAS, non-optional alternative toll plans and toll. As discussed above, the long-term solution should assume local, including EAS, will migrate from today's 7-digit dialing to 10-digit dialing in the future as is necessary to eliminate code conflicts. As for alternative toll traffic, it has generally been implemented on a 7-digit basis. However, we have recently implemented ECS on a 10-digit basis. This change in dialing provides relief to the affected area codes.

We note that, in addition to the area code problems introduced by implementing ECS, parties in the workshop as well as in other Commission proceedings have expressed some concern with the implementation of ECS on what historically have been toll routes, even though we have allowed competition on these routes. We have already addressed the arguments associated with the potential adverse impacts implementation of ECS would have on competitors and will not do so again here. However, with the eventual implementation of intraLATA presubscription, it is possible that dialing parity for this ECS traffic may be introduced.

It does not appear imperative to make all of the changes necessary to reach the long-term dialing plan at this time. However, we do believe it is important to prioritize the dialing patterns implemented for the different types of traffic listed above. Local service and EAS are flat-rated services which offer unlimited numbers of calls for a single price. For these call types, 7-digit dialing should be retained as long as possible. There are some circumstances, as discussed below, where it is necessary to migrate the 7-digit dialing to 10-digit dialing for interNPA EAS at this time.

Order Nos. PSC-95-1391-FOF-TL and PSC-96-0123-FOF-TL authorized implementation of ECS on an number of routes. These routes are set forth in Appendix A attached to this Order. Prior to approving these routes for implementation of ECS these routes were either subject to an optional Local Calling Plan (LCP) or toll which were dialed on a 7-digit or a 1 + 10-digit basis, respectively. Although we are concerned with implementing different dialing patterns for the same type of traffic, ECS, we believe that in most instances it would cause more confusion if we required the LCP routes to be dialed on a 1 + 10 digit basis at this time. As noted above, adequate customer notice, as well as recorded intercepts when incorrect dialing occurs, should minimize any customer confusion associated with the different dialing patterns. The migration of all the LCP plans to 1 + 10 digits should be considered during an area code relief proposal.

At this time, there is only one route, that warrants that BellSouth provide notice to its customers of the dialing change from the LCP 7-digit dialing to the ECS 1 + 10 digit dialing. This route is the only route in the Southeast LATA that will be an ECS route and is currently dialed on a 7-digit basis. Therefore, for consistency purposes, it would be less confusing for customers in this exchange to 1 + 10-digit dialing for this route, since all other ECS in and around their exchange will be dialed on a 1 + 10 digit basis. Moreover, the area is currently in the process of implementing a new area code.

As for the remaining ECS routes that were toll, it is better not only for the customers but the carriers if the current 1+10 digit dialing is retained for these routes. In most cases, with the possible exception of the Southeast LATA and the DeBary to Orlando route, the Commission could implement 7-digit dialing on these ECS routes. However, with the planned area code relief for 904, 561, and 407 over the next five years and the potential code conflicts that may result as the geographic areas associated with these area codes gets smaller, retaining the existing 1+10 designation will avoid having to go from 1+10 to 7 to 1+10 digit dialing at that time. The flip-flop of dialing patterns would be more confusing for customers than retaining the 1+10 digit dialing and having a temporary dialing disparity in some of the exchanges throughout the state. In addition to minimizing customer confusion, the retention of 1+10 digit dialing will introduce dialing parity when intraLATA presubscription is implemented. Eventually, when all alternative toll plans are converted to 1 + 10 digit dialing, customers will be able to distinguish a call that has an additional charge by being required to dial a "1".

Accordingly, upon consideration of the above, we find it appropriate that BellSouth implement the dialing patterns set forth in Appendix A on the routes described therein consistent with our discussion above.

### III. DIALING PATTERNS FOR THE SOUTHEAST LATA

The area codes in the Southeast LATA have more dialing problems than any other area codes in this state. With the implementation of ECS and, potentially, intraLATA presubscription, it appears practically impossible to implement the dialing patterns discussed above for all these areas.

Our review indicates that 7-digit dialing for local calls in the Southeast LATA can be retained until the next area code relief in that area. Under normal circumstances it would be appropriate that the EAS routes between the 954 and 561 area codes be changed to 10-digit dialing. However, at this time it is impossible to make the change without changing telephone numbers in Ft. Lauderdale or introducing network delay, due to a code conflict between an existing NXX code in the Ft. Lauderdale exchange and the new 561 area code. As a result, it is appropriate to retain 7-digit dialing for these routes. Retention of 7-digit dialing on the 954/561 EAS routes will require some careful assignment of NXX codes in these area codes. The projected life of the 954 area code should allow the code administrator to restrict assignment of conflicting codes until such time as 10-digit dialing for all local traffic is implemented. Once 10-digit dialing is implemented, the conflict that currently exists will be eliminated due to the necessity of dialing 10-digits on all local calls. Notwithstanding our general decision to retain 7-digit dialing for EAS, it appears the Hollywood - North Dade EAS route must be changed to 10-digit dialing in order to give relief to the 305 area code.

On March 1, 1996, the paging carriers were required to implement mandatory 10-digit dialing for the new 954 area code for the Dade/Broward ECS routes. See Order No. PSC-95-1048-FOF-TL. In view of our decision in this case to move to a consistent long term plan for dialing patterns, we find it appropriate to modify the decision regarding the paging carriers to implement 1+10 digit dialing on these routes. We further find it appropriate to require BellSouth to retain both 10-digit dialing and 1+10 digit dialing on the Dade/Broward ECS routes until BellSouth implements intraLATA presubscription or until August 1, 1996, whichever is sooner. At that time, BellSouth should implement 1+10 digit dialing on a mandatory basis. Retention of both dialing patterns will provide

the paging carriers sufficient time to notify their customers and modify their networks as required.

Upon consideration of the above we find that the following dialing patterns should be implemented as soon as possible in the Southeast LATA:

1. Local will remain under 7-digit dialing
2. EAS between the 561 and 954 NPAs will remain under 7-digit dialing
3. North Dade - Hollywood EAS will be changed from 7-digit
4. All 7-digit ECS routes should change to 1+10 digit dialing while existing 1+10 digit ECS routes should retain 1+10 digit dialing.

Since the paging carriers may have already completed implementation of 10-digit dialing on the Dade-Broward ECS route, BellSouth shall give these carriers notice of the dialing change. BellSouth shall also retain 10 digit and 1+10 digit dialing on these routes until BellSouth either implements intraLATA presubscription or until August 1, 1996, whichever is sooner. This will provide these carriers sufficient time to notice their customers and modify their networks to recognize 1 + 10 digit dialing on these routes.

Based on the foregoing, it is

ORDERED by the Florida Public Service Commission that BellSouth Telecommunications, Inc. shall implement the dialing patterns set forth in Appendix A on the routes described therein as set forth in the body of this Order. It is further

ORDERED that BellSouth provide notice to its customers of the dialing change from the LCP 7-digit dialing to the ECS 1 + 10 digit dialing on the Boynton Beach to Boca Raton route as set forth in the body of this Order. It is further

ORDERED that in the Southeast LATA Local calls will remain under 7-digit dialing as set forth in the body of this Order. It is further

ORDERED that EAS between the 561 and 954 NPAs will remain under 7-digit dialing as set forth in the body of this Order. It is further

ORDER NO. PSC-96-0558-FOF-TP  
DOCKET NO. 960090-TP  
PAGE 8

ORDERED that the North Dade - Hollywood EAS route will be changed from 7-digit dialing to 10-digit dialing as set forth in the body of this Order. It is further

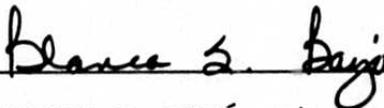
ORDERED that All 7-digit ECS routes in the Southeast LATA should change to 1+10 digit dialing while existing 1+10 digit ECS routes should retain 1+10 digit dialing as set forth in the body of this Order. It is further.

ORDERED that BellSouth shall give paging carriers notice of the change in dialing patterns as set forth in the body of this Order. It is further

ORDERED that BellSouth shall retain 10 digit and 1+10 digit dialing on the Dade/Broward ECS routes until BellSouth implements intraLATA presubscription or until August 1, 1996, whichever is sooner. It is further

ORDERED that this docket shall remain open.

By ORDER of the Florida Public Service Commission, this 25th day of April, 1996.

  
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BLANCA S. BAYÓ, Director  
Division of Records and Reporting

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NOTICE OF FURTHER PROCEEDINGS OR JUDICIAL REVIEW

The Florida Public Service Commission is required by Section 120.59(4), Florida Statutes, to notify parties of any administrative hearing or judicial review of Commission orders that is available under Sections 120.57 or 120.68, Florida Statutes, as well as the procedures and time limits that apply. This notice should not be construed to mean all requests for an administrative hearing or judicial review will be granted or result in the relief sought.

The action proposed herein is preliminary in nature and will not become effective or final, except as provided by Rule 25-22.029, Florida Administrative Code. Any person whose substantial interests are affected by the action proposed by this order may file a petition for a formal proceeding, as provided by Rule 25-22.029(4), Florida Administrative Code, in the form provided by Rule 25-22.036(7)(a) and (f), Florida Administrative Code. This petition must be received by the Director, Division of Records and Reporting, 2540 Shumard Oak Boulevard, Tallahassee, Florida 32399-0850, by the close of business on May 16, 1996.

In the absence of such a petition, this order shall become effective on the day subsequent to the above date as provided by Rule 25-22.029(6), Florida Administrative Code.

Any objection or protest filed in this docket before the issuance date of this order is considered abandoned unless it satisfies the foregoing conditions and is renewed within the specified protest period.

If this order becomes final and effective on the date described above, any party substantially affected may request judicial review by the Florida Supreme Court in the case of an electric, gas or telephone utility or by the First District Court of Appeal in the case of a water or wastewater utility by filing a notice of appeal with the Director, Division of Records and Reporting and filing a copy of the notice of appeal and the filing fee with the appropriate court. This filing must be completed within thirty (30) days of the effective date of this order, pursuant to Rule 9.110, Florida Rules of Appellate Procedure. The notice of appeal must be in the form specified in Rule 9.900(a), Florida Rules of Appellate Procedure.

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
1	ARCHER	352	CEDAR KEY	352	MTS 1+10D	1+10D
2	ARCHER	352	CHIEFLAND	352	MTS 1+10D	1+10D
3	BELLE GLADE	561	WEST PALM BEACH	561	MTS 1+10D	1+10D
4	BELLE GLADE	561	BOCA RATON	561	MTS 1+10D	1+10D
5	BELLE GLADE	561	BOYNTON BEACH	561	MTS 1+10D	1+10D
6	BELLE GLADE	561	DELRAY BEACH	561	MTS 1+10D	1+10D
7	BELLE GLADE	561	JUPITER	561	MTS 1+10D	1+10D
8	BIG PINE KEY	305	HOMESTEAD	305	MTS 1+10D	1+10D
9	BIG PINE KEY	305	ISLAMORADA	305	MTS 1+10D	1+10D
10	BIG PINE KEY	305	KEY LARGO	305	MTS 1+10D	1+10D
11	BIG PINE KEY	305	MIAMI	305	MTS 1+10D	1+10D
12	BIG PINE KEY	305	NORTH KEY LARGO	305	MTS 1+10D	1+10D
13	BIG PINE KEY	305	PERRINE	305	MTS 1+10D	1+10D
14	BOCA RATON	561	FORT LAUDERDALE	954***	MTS 1+10D	1+10D
15	BOCA RATON	561	WEST PALM BEACH	561	MTS 1+10D	1+10D
16	BOCA RATON	561	BOYNTON BEACH	561	LCP 7D	1+10D
17	BOCA RATON	561	HOLLYWOOD	954***	MTS 1+10D	1+10D
18	BOCA RATON	561	MIAMI	305***	MTS 1+10D	1+10D
19	BOCA RATON	561	NORTH DADE	305***	MTS 1+10D	1+10D
20	BOCA RATON	561	BELLE GLADE	561	MTS 1+10D	1+10D
21	BOCA RATON	561	JUPITER	561	MTS 1+10D	1+10D
22	BOCA RATON	561	PAHOKEE	561	MTS 1+10D	1+10D
23	BOYNTON BEACH	561	BOCA RATON	561	LCP 7D	1+10D
24	BOYNTON BEACH	561	BELLE GLADE	561	MTS 1+10D	1+10D
25	BOYNTON BEACH	561	JUPITER	561	MTS 1+10D	1+10D
26	BOYNTON BEACH	561	PAHOKEE	561	MTS 1+10D	1+10D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
27	BOYNTON BEACH	561	FORT LAUDERDALE	954***	MTS 1+10D	1+10D
28	BOYNTON BEACH	561	DEERFIELD BEACH	954***	MTS 1+10D	1+10D
29	BOYNTON BEACH	561	POMPANO BEACH	954***	MTS 1+10D	1+10D
30	BOYNTON BEACH	561	CORAL SPRINGS	954***	MTS 1+10D	1+10D
31	BOYNTON BEACH	561	HOLLYWOOD	954***	MTS 1+10D	1+10D
32	BRONSON	352	CEDAR KEY	352	LCP 7D	7D
33	BRONSON	352	NEWBERRY	352	MTS 1+10D	1+10D
34	BUNNELL	904	DAYTONA BEACH	904	MTS 1+10D	1+10D
35	BUNNELL	904	PIERSON	904	MTS 1+10D	1+10D
36	CEDAR KEY	352	CHIEFLAND	352	LCP 7D	7D
37	CEDAR KEY	352	BRONSON	352	LCP 7D	7D
38	CEDAR KEY	352	ARCHER	352	MTS 1+10D	1+10D
39	CEDAR KEY	352	GAINESVILLE	352	MTS 1+10D	1+10D
40	CHIEFLAND	352	CEDAR KEY	352	LCP 7D	7D
41	CHIEFLAND	352	ARCHER	352	MTS 1+10D	1+10D
42	CHIEFLAND	352	GAINESVILLE	352	MTS 1+10D	1+10D
43	CHIEFLAND	352	OLD TOWN	352	MTS 1+10D	1+10D
44	CHIPLEY	904	PANAMA CITY	904	MTS 1+10D	1+10D
45	CHIPLEY	904	YOUNGSTOWN-FNTN	904	MTS 1+10D	1+10D
46	CORAL SPRINGS	954	DELRAY BEACH	561***	MTS 1+10D	1+10D
47	CORAL SPRINGS	954	HOLLYWOOD	954	MTS 1+10D	1+10D
48	CORAL SPRINGS	954	HOMESTEAD	305***	MTS 1+10D	1+10D
49	CORAL SPRINGS	954	MIAMI	305***	MTS 1+10D	1+10D
50	CORAL SPRINGS	954	NORTH DADE	305***	MTS 1+10D	1+10D
51	CORAL SPRINGS	954	PERRINE	305***	MTS 1+10D	1+10D
52	CORAL SPRINGS	954	BOYNTON BEACH	561***	MTS 1+10D	1+10D
53	DAYTONA BEACH	904	NEW SMYRNA	904	LCP 7D	7D
54	DAYTONA BEACH	904	BUNNELL	904	MTS 1+10D	1+10D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
55	DAYTONA BEACH	904	DELAND	904	LCP 7D	7D
56	DAYTONA BEACH	904	FLAGLER BEACH	904	MTS 1+10D	1+10D
57	DAYTONA BEACH	904	OAK HILL	904	LCP 7D	7D
58	DAYTONA BEACH	904	PALM COAST	904	MTS 1+10D	1+10D
59	DAYTONA BEACH	904	DELEON SPRINGS	904	LCP 7D	7D
60	DAYTONA BEACH	904	PIERSON	904	LCP 7D	7D
61	DEBARY	407	ORLANDO	407	MTS 1+10D	1+10D
62	DEERFIELD BEACH	954	HOLLYWOOD	954	MTS 1+10D	1+10D
63	DEERFIELD BEACH	954	HOMESTEAD	305***	MTS 1+10D	1+10D
64	DEERFIELD BEACH	954	MIAMI	305***	MTS 1+10D	1+10D
65	DEERFIELD BEACH	954	NORTH DADE	305***	MTS 1+10D	1+10D
66	DEERFIELD BEACH	954	PERRINE	305***	MTS 1+10D	1+10D
67	DEERFIELD BEACH	954	BOYNTON BEACH	561***	MTS 1+10D	1+10D
68	DELAND	904	DAYTONA BEACH	904	LCP 7D	7D
69	DELAND	904	NEW SMYRNA	904	LCP 7D	7D
70	DELAND	904	OAK HILL	904	LCP 7D	7D
71	DELEON SPRINGS	904	DAYTONA BEACH	904	LCP 7D	7D
72	DELEON SPRINGS	904	NEW SMYRNA	904	LCP 7D	7D
73	DELEON SPRINGS	904	OAK HILL	904	LCP 7D	7D
74	DELRAY BEACH	561	CORAL SPRINGS	954***	MTS 1+10D	1+10D
75	DELRAY BEACH	561	FORT LAUDERDALE	954***	MTS 1+10D	1+10D
76	DELRAY BEACH	561	POMPANO BEACH	954***	MTS 1+10D	1+10D
77	DELRAY BEACH	561	WEST PALM BEACH	561	MTS 1+10D	1+10D
78	DELRAY BEACH	561	BELLE GLADE	561	MTS 1+10D	1+10D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
79	DELRAY BEACH	561	JUPITER	561	MTS 1+10D	1+10D
80	DELRAY BEACH	561	PAHOKEE	561	MTS 1+10D	1+10D
81	DELRAY BEACH	561	HOLLYWOOD	954***	MTS 1+10D	1+10D
82	EAU GALLIE	407	TITUSVILLE	407	MTS 1+10D	1+10D
83	FERNANDINA BCH	904	FORT GEORGE	904	MTS 1+10D	1+10D
84	FERNANDINA BCH	904	JACKSONVILLE	904	MTS 1+10D	1+10D
85	FLAGLER BEACH	904	DAYTONA BEACH	904	MTS 1+10D	1+10D
86	FLAGLER BEACH	904	PIERSON	904	MTS 1+10D	1+10D
87	FORT GEORGE	904	FERNANDINA BCH	904	MTS 1+10D	1+10D
88	FORT GEORGE	904	JACKSONVILLE BCH	904	MTS 1+10D	1+10D
89	FORT LAUDERDALE	954	BOCA RATON	561***	MTS 1+10D	1+10D
90	FORT LAUDERDALE	954	BOYNTON BEACH	561***	MTS 1+10D	1+10D
91	FORT LAUDERDALE	954	DELRAY BEACH	561***	MTS 1+10D	1+10D
92	FORT LAUDERDALE	954	HOMESTEAD	305***	MTS 1+10D	1+10D
93	FORT LAUDERDALE	954	PERRINE	305***	MTS 1+10D	1+10D
94	FORT PIERCE	561	JENSEN BEACH	561	MTS 1+10D	1+10D
95	FORT PIERCE	561	VERO BEACH	561	MTS 1+10D	1+10D
96	GAINESVILLE	352	CEDAR KEY	352	MTS 1+10D	1+10D
97	GAINESVILLE	352	CHIEFLAND	352	MTS 1+10D	1+10D
98	GAINESVILLE	352	KEYSTONE HGTS	352	LCP 7D	7D
99	GREEN COVE SPRG	904	PALATKA	904	MTS 1+10D	1+10D
100	GULF BREEZE	904	MILTON	904	MTS 1+10D	1+10D
101	HOBE SOUND	561	WEST PALM BEACH	561	MTS 1+10D	1+10D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
102	HOLLEY NAVARRE	904	PACE	904	MTS 1+10D	1+10D
103	HOLLEY NAVARRE	904	MILTON	904	MTS 1+10D	1+10D
104	HOLLYWOOD	954	BOCA RATON	561***	MTS 1+10D	1+10D
105	HOLLYWOOD	954	CORAL SPRINGS	954	MTS 1+10D	1+10D
106	HOLLYWOOD	954	DEERFIELD BEACH	954	MTS 1+10D	1+10D
107	HOLLYWOOD	954	HOMESTEAD	305***	MTS 1+10D	1+10D
108	HOLLYWOOD	954	PERRINE	305***	MTS 1+10D	1+10D
109	HOLLYWOOD	954	POMPANO BEACH	954	MTS 1+10D	1+10D
110	HOLLYWOOD	954	BOYNTON BEACH	561***	MTS 1+10D	1+10D
111	HOLLYWOOD	954	DELRAY BEACH	561***	MTS 1+10D	1+10D
112	HOMESTEAD	305	BIG PINE KEY	305	MTS 1+10D	1+10D
113	HOMESTEAD	305	CORAL SPRINGS	954***	MTS 1+10D	1+10D
114	HOMESTEAD	305	DEERFIELD BEACH	954***	MTS 1+10D	1+10D
115	HOMESTEAD	305	FORT LAUDERDALE	954***	MTS 1+10D	1+10D
116	HOMESTEAD	305	HOLLYWOOD	954***	MTS 1+10D	1+10D
117	HOMESTEAD	305	ISLAMORADA	305	MTS 1+10D	1+10D
118	HOMESTEAD	305	KEY LARGO	305	MTS 1+10D	1+10D
119	HOMESTEAD	305	KEY WEST	305	MTS 1+10D	1+10D
120	HOMESTEAD	305	MARATHON	305	MTS 1+10D	1+10D
121	HOMESTEAD	305	NORTH DADE	305	MTS 1+10D	1+10D
122	HOMESTEAD	305	NORTH KEY LARGO	305	MTS 1+10D	1+10D
123	HOMESTEAD	305	POMPANO BEACH	954***	MTS 1+10D	1+10D
124	HOMESTEAD	305	SUGARLOAF	305	MTS 1+10D	1+10D
125	ISLAMORADA	305	BIG PINE KEY	305	MTS 1+10D	1+10D
126	ISLAMORADA	305	HOMESTEAD	305	MTS 1+10D	1+10D
127	ISLAMORADA	305	KEY WEST	305	MTS 1+10D	1+10D
128	ISLAMORADA	305	MIAMI	305	MTS 1+10D	1+10D
129	ISLAMORADA	305	NORTH KEY LARGO	305	MTS 1+10D	1+10D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
130	ISLAMORADA	305	PERRINE	305	MTS 1+10D	1+10D
131	ISLAMORADA	305	SUGARLOAF	305	MTS 1+10D	1+10D
132	JACKSONVILLE	904	FERNANDINA BCH	904	MTS 1+10D	1+10D
133	JACKSONVILLE	904	PALATKA	904	MTS 1+10D	1+10D
134	JACKSONVILLE	904	SAINT AUGUSTINE	904	MTS 1+10D	1+10D
135	JACKSONVILLE BCH	904	FORT GEORGE	904	MTS 1+10D	1+10D
136	JACKSONVILLE BCH	904	SAINT AUGUSTINE	904	MTS 1+10D	1+10D
137	JENSEN BEACH	561	FORT PIERCE	561	MTS 1+10D	1+10D
138	JENSEN BEACH	561	JUPITER	561	MTS 1+10D	1+10D
139	JENSEN BEACH	561	WEST PALM BEACH	561	MTS 1+10D	1+10D
140	JULINGTON	904	PALATKA	904	MTS 1+10D	1+10D
141	JUPITER	561	JENSEN BEACH	561	MTS 1+10D	1+10D
142	JUPITER	561	PORT ST. LUCIE	561	MTS 1+10D	1+10D
143	JUPITER	561	STUART	561	MTS 1+10D	1+10D
144	JUPITER	561	BELLE GLADE	561	MTS 1+10D	1+10D
145	JUPITER	561	BOCA RATON	561	MTS 1+10D	1+10D
146	JUPITER	561	BOYNTON BEACH	561	MTS 1+10D	1+10D
147	JUPITER	561	DELRAY BEACH	561	MTS 1+10D	1+10D
148	JUPITER	561	PAHOKEE	561	MTS 1+10D	1+10D
149	KEY LARGO	305	BIG PINE KEY	305	MTS 1+10D	1+10D
150	KEY LARGO	305	HOMESTEAD	305	MTS 1+10D	1+10D
151	KEY LARGO	305	KEY WEST	305	MTS 1+10D	1+10D
152	KEY LARGO	305	MARATHON	305	MTS 1+10D	1+10D
153	KEY LARGO	305	MIAMI	305	MTS 1+10D	1+10D
154	KEY LARGO	305	PERRINE	305	MTS 1+10D	1+10D
155	KEY LARGO	305	SUGARLOAF	305	MTS 1+10D	1+10D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
156	KEY WEST	305	HOMESTEAD	305	MTS 1+10D	1+10D
157	KEY WEST	305	ISLAMORADA	305	MTS 1+10D	1+10D
158	KEY WEST	305	KEY LARGO	305	MTS 1+10D	1+10D
159	KEY WEST	305	MARATHON	305	MTS 1+10D	1+10D
160	KEY WEST	305	MIAMI	305	MTS 1+10D	1+10D
161	KEY WEST	305	NORTH KEY LARGO	305	MTS 1+10D	1+10D
162	KEY WEST	305	PERRINE	305	MTS 1+10D	1+10D
163	KEYSTONE HGTS	352	GAINESVILLE	352	LCP 7D	7D
164	LYNN HAVEN	904	SUNNY HILLS	904	LCP 7D	7D
165	LYNN HAVEN	904	VERNON	904	MTS 1+10D	1+10D
166	MARATHON	305	HOMESTEAD	305	MTS 1+10D	1+10D
167	MARATHON	305	KEY LARGO	305	MTS 1+10D	1+10D
168	MARATHON	305	KEY WEST	305	MTS 1+10D	1+10D
169	MARATHON	305	MIAMI	305	MTS 1+10D	1+10D
170	MARATHON	305	NORTH KEY LARGO	305	MTS 1+10D	1+10D
171	MARATHON	305	PERRINE	305	MTS 1+10D	1+10D
172	MARATHON	305	SUGARLOAF	305	MTS 1+10D	1+10D
173	MELBOURNE	407	TITUSVILLE	407	MTS 1+10D	1+10D
174	MIAMI	305	BIG PINE KEY	305	MTS 1+10D	1+10D
175	MIAMI	305	BOCA RATON	561***	MTS 1+10D	1+10D
176	MIAMI	305	CORAL SPRINGS	954***	MTS 1+10D	1+10D
177	MIAMI	305	DEERFIELD BEACH	954***	MTS 1+10D	1+10D
178	MIAMI	305	ISLAMORADA	305	MTS 1+10D	1+10D
179	MIAMI	305	KEY LARGO	305	MTS 1+10D	1+10D
180	MIAMI	305	KEY WEST	305	MTS 1+10D	1+10D
181	MIAMI	305	MARATHON	305	MTS 1+10D	1+10D
182	MIAMI	305	NORTH KEY LARGO	305	MTS 1+10D	1+10D
183	MIAMI	305	POMPANO BEACH	954***	MTS 1+10D	1+10D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
184	MIAMI	305	SUGARLOAF	305	MTS 1+10D	1+10D
185	MILTON	904	GULF BREEZE	904	MTS 1+10D	1+10D
186	MILTON	904	HOLLEY NAVARRE	904	MTS 1+10D	1+10D
187	NEW SMYRNA	904	DAYTONA BEACH	904	LCP 7D	7D
188	NEW SMYRNA	904	DELAND	904	LCP 7D	7D
189	NEW SMYRNA	904	DELEON SPRINGS	904	LCP 7D	7D
190	NEW SMYRNA	904	PIERSON	904	LCP 7D	7D
191	NEWBERRY	352	BRONSON	352	MTS 1+10D	1+10D
192	NORTH DADE	305	BOCA RATON	561***	MTS 1+10D	1+10D
193	NORTH DADE	305	CORAL SPRINGS	954***	MTS 1+10D	1+10D
194	NORTH DADE	305	DEERFIELD BEACH	954***	MTS 1+10D	1+10D
195	NORTH DADE	305	HOMESTEAD	305	MTS 1+10D	1+10D
196	NORTH DADE	305	POMPANO BEACH	954***	MTS 1+10D	1+10D
197	NORTH KEY LARGO	305	BIG PINE KEY	305	MTS 1+10D	1+10D
198	NORTH KEY LARGO	305	HOMESTEAD	305	MTS 1+10D	1+10D
199	NORTH KEY LARGO	305	ISLAMORADA	305	MTS 1+10D	1+10D
200	NORTH KEY LARGO	305	KEY WEST	305	MTS 1+10D	1+10D
201	NORTH KEY LARGO	305	MARATHON	305	MTS 1+10D	1+10D
202	NORTH KEY LARGO	305	MIAMI	305	MTS 1+10D	1+10D
203	NORTH KEY LARGO	305	PERRINE	305	MTS 1+10D	1+10D
204	NORTH KEY LARGO	305	SUGARLOAF	305	MTS 1+10D	1+10D
205	OAK HILL	904	DAYTONA BEACH	904	LCP 7D	7D
206	OAK HILL	904	DELAND	904	LCP 7D	7D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
207	OAK HILL	904	DELEON SPRINGS	904	LCP 7D	7D
208	OAK HILL	904	PIERSON	904	LCP 7D	7D
209	OLD TOWN	352	CHIEFLAND	352	MTS 1+10D	1+10D
210	ORANGE PARK	904	PALATKA	904	MTS 1+10D	1+10D
211	ORLANDO	407	DEBARY	407	MTS 1+10D	1+10D
212	PACE	904	HOLLEY NAVARRE	904	MTS 1+10D	1+10D
213	PAHOKEE	561	WEST PALM BEACH	561	MTS 1+10D	1+10D
214	PAHOKEE	561	BOCA RATON	561	MTS 1+10D	1+10D
215	PAHOKEE	561	BOYNTON BEACH	561	MTS 1+10D	1+10D
216	PAHOKEE	561	DELRAY BEACH	561	MTS 1+10D	1+10D
217	PAHOKEE	561	JUPITER	561	MTS 1+10D	1+10D
218	PALATKA	904	GREEN COVE SPRG	904	MTS 1+10D	1+10D
219	PALATKA	904	JACKSONVILLE	904	MTS 1+10D	1+10D
220	PALATKA	904	JULINGTON	904	MTS 1+10D	1+10D
221	PALATKA	904	ORANGE PARK	904	MTS 1+10D	1+10D
222	PALM COAST	904	DAYTONA BEACH	904	MTS 1+10D	1+10D
223	PANAMA CITY	904	SUNNY HILLS	904	LCP 7D	7D
224	PANAMA CITY	904	CHIPLEY	904	MTS 1+10D	1+10D
225	PANAMA CITY	904	VERNON	904	MTS 1+10D	1+10D
226	PANAMA CITY BCH	904	SUNNY HILLS	904	MTS 1+10D	1+10D
227	PERRINE	305	CORAL SPRINGS	954***	MTS 1+10D	1+10D
228	PERRINE	305	DEERFIELD BEACH	954***	MTS 1+10D	1+10D
229	PERRINE	305	FORT LAUDERDALE	954***	MTS 1+10D	1+10D
230	PERRINE	305	HOLLYWOOD	954***	MTS 1+10D	1+10D
231	PERRINE	305	ISLAMORADA	305	MTS 1+10D	1+10D
232	PERRINE	305	KEY LARGO	305	MTS 1+10D	1+10D
233	PERRINE	305	KEY WEST	305	MTS 1+10D	1+10D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
234	PERRINE	305	MARATHON	305	MTS 1+10D	1+10D
235	PERRINE	305	NORTH KEY LARGO	305	MTS 1+10D	1+10D
236	PERRINE	305	POMPANO BEACH	954***	MTS 1+10D	1+10D
237	PERRINE	305	SUGARLOAF	305	MTS 1+10D	1+10D
238	PERRINE	305	BIG PINE KEY	305	MTS 1+10D	1+10D
239	PIERSON	904	DAYTONA BEACH	904	LCP 7D	7D
240	PIERSON	904	NEW SMYRNA	904	LCP 7D	7D
241	PIERSON	904	OAK HILL	904	LCP 7D	7D
242	PIERSON	904	BUNNELL	904	MTS 1+10D	1+10D
243	PIERSON	904	FLAGLER BEACH	904	MTS 1+10D	1+10D
244	POMPANO BEACH	954	DELRAY BEACH	561***	MTS 1+10D	1+10D
245	POMPANO BEACH	954	HOLLYWOOD	954	MTS 1+10D	1+10D
246	POMPANO BEACH	954	HOMESTEAD	305***	MTS 1+10D	1+10D
247	POMPANO BEACH	954	MIAMI	305***	MTS 1+10D	1+10D
248	POMPANO BEACH	954	NORTH DADE	305***	MTS 1+10D	1+10D
249	POMPANO BEACH	954	PERRINE	305***	MTS 1+10D	1+10D
250	POMPANO BEACH	954	BOYNTON BEACH	561***	MTS 1+10D	1+10D
251	PONTE VEDRA	904	SAINT AUGUSTINE	904	MTS 1+10D	1+10D
252	PORT ST. LUCIE	561	JUPITER	561	MTS 1+10D	1+10D
253	PORT ST. LUCIE	561	WEST PALM BEACH	561	MTS 1+10D	1+10D
254	SAINT AUGUSTINE	904	PONTE VEDRA	904	LCP 7D	7D
255	SAINT AUGUSTINE	904	JACKSONVILLE	904	MTS 1+10D	1+10D
256	SAINT AUGUSTINE	904	JACKSONVILLE BCH	904	MTS 1+10D	1+10D
257	STUART	561	JUPITER	561	MTS 1+10D	1+10D
258	STUART	561	WEST PALM BEACH	561	MTS 1+10D	1+10D
259	SUGARLOAF	305	HOMESTEAD	305	MTS 1+10D	1+10D

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
260	SUGARLOAF	305	ISLAMORADA	305	MTS 1+10D	1+10D
261	SUGARLOAF	305	KEY LARGO	305	MTS 1+10D	1+10D
262	SUGARLOAF	305	MARATHON	305	MTS 1+10D	1+10D
263	SUGARLOAF	305	MIAMI	305	MTS 1+10D	1+10D
264	SUGARLOAF	305	NORTH KEY LARGO	305	MTS 1+10D	1+10D
265	SUGARLOAF	305	PERRINE	305	MTS 1+10D	1+10D
266	SUNNY HILLS	904	LYNN HAVEN	904	LCP 7D	7D
267	SUNNY HILLS	904	PANAMA CITY	904	LCP 7D	7D
268	SUNNY HILLS	904	YOUNGSTOWN-FNTN	904	LCP 7D	7D
269	SUNNY HILLS	904	PANAMA CITY BCH	904	MTS 1+10D	1+10D
270	TITUSVILLE	407	EAU GALLIE	407	MTS 1+10D	1+10D
271	TITUSVILLE	407	MELBOURNE	407	MTS 1+10D	1+10D
272	VERNON	904	LYNN HAVEN	904	MTS 1+10D	1+10D
273	VERNON	904	PANAMA CITY	904	MTS 1+10D	1+10D
274	VERO BEACH	561	FORT PIERCE	561	MTS 1+10D	1+10D
275	WEST PALM BEACH	561	BOCA RATON	561	MTS 1+10D	1+10D
276	WEST PALM BEACH	561	DELRAY BEACH	561	MTS 1+10D	1+10D
277	WEST PALM BEACH	561	BELLE GLADE	561	MTS 1+10D	1+10D
278	WEST PALM BEACH	561	HOBE SOUND	561	MTS 1+10D	1+10D
279	WEST PALM BEACH	561	JENSEN BEACH	561	MTS 1+10D	1+10D
280	WEST PALM BEACH	561	PAHOKEE	561	MTS 1+10D	1+10D
281	WEST PALM BEACH	561	PORT ST. LUCIE	561	MTS 1+10D	1+10D
282	WEST PALM BEACH	561	STUART	561	MTS 1+10D	1+10D

ORDER NO. PSC-96-0558-FOF-TP  
DOCKET NO. 960090-TP  
PAGE 21

SBT--SBT ECS ROUTES

	<u>FROM EXCHANGE</u>	<u>NPA</u>	<u>TO EXCHANGE</u>	<u>NPA</u>	<u>WAS</u>	<u>PROPOSED</u>
283	YOUNGSTOWN- FNTN	904	SUNNY HILLS	904	LCP 7D	7D
284	YOUNGSTOWN- FNTN	904	CHIPLEY	904	MTS 1+10D	1+10D

284 TOTAL ROUTES.        58 INTER-NPA ROUTES

\*\*\* Indicates an interNPA route