Compliance Summary

January 2013

Eastern Division

Overall Compliance

	P	riority 1		P	riority 2		P	riority 3		Р	riority 4	
	Inc.	Late	%	Inc.	Late	%	Inc.	Late	%	Inc.	Late	%
Tulsa 1	515	48	90%	791	15	98%	407	47	88%	1	0	100%
Tulsa 2	436	29	93%	662	12	98%	15	1	93%	1	1	0%
Tulsa 3	655	50	92%	1,008	23	97%	380	37	90%	1	0	100%
Tulsa Total	1,606	127	92%	2,461	50	97%	802	85	89%	3	1	66%
Sand Springs	57	6		99	10	89%	0	0	N/A	0	0	N/A
Jenks	32	1		43	3	94%	0	0	N/A	0	0	N/A
Bixby	39	2		50	2	95%	0	0	N/A	0	0	N/A
Total Non-Beneficiary	128	9		192	15	92%	0	0	N/A	o	0	N/A

Average Response Time Priority 1 & 2

Received to On Scene: 6:57

Dispatched to On Scene: 6:27

The beneficiary city of Tulsa must be above 90% each month. In the suburbs of Sand Springs, Jenks and Bixby, the total of Priority 1 and Priority 2 incidents are combined to get the compliance percentile each month. Each suburban city must be above 75% each month, and combined they must be over 90 %. Percentage figures above are rounded down as per the RFP.

Compliance Summary

January 2013

Western Division Overall Compliance

	Pr	riority 1		P	Priority 2			riority 3		Priority 4			
	Inc.	Late	%	Inc.	Late	%	Inc.	Late	%	Inc.	Late	%	
Oklahoma City 1	964	75	92%	1,407	26	98%	110	7	93%	1	0	100%	
Oklahoma City 2	938	94	89%	1,330	27	97%	164	18	89%	2	0	100%	
Edmond	137	11	91%	206	3	98%	38	5	86%	0	0	N/A	
Total OKC & Edmond	2,039	180	91%	2,943	56	98%	312	30	90%	3	0	100%	
Warr Acres	31	0		45	1	98%	0	0	N/A	0	0	N/A	
Bethany	74	9		117	1	94%	0	0	N/A	0	0	N/A	
Mustang	30	4		42	1	93%	0	0	N/A	0	0	N/A	
The Village	28	0		53	0	100%	0	0	N/A	0	0	N/A	
Nichols Hills	4	1		5	0	88%	0	0	N/A	0	0	N/A	
Yukon	57	9		83	4	90%	24	4	83%	0	0	N/A	
Total Non-Beneficiary	224	23		345	7	94%	24	4	83%	0	0	N/A	
Piedmont	3			9			0			0			

Average Response Time Priority 1 & 2

Received to On Scene: 6:46

Dispatched to On Scene: 6:14

The beneficiary cities of Oklahoma City and Edmond must be above 90% each month. In the suburbs of Warr Acres, Bethany, Mustang, The Village, Nichols Hills, and Yukon, the total of Priority 1 and Priority 2 incidents are combined to get the compliance percentile each month. Each suburban city must be above 75% each month, and combined they must be over 90 %. Percentage figures above are rounded down as per the RFP.

Compliance Summary

January 2013
Eastern Division
Non-discrimination

	Priority 1									
	Inc.	Late	%							
District 1	515	48	90%							
District 2	436	29	93%							
District 3	655	50	92%							

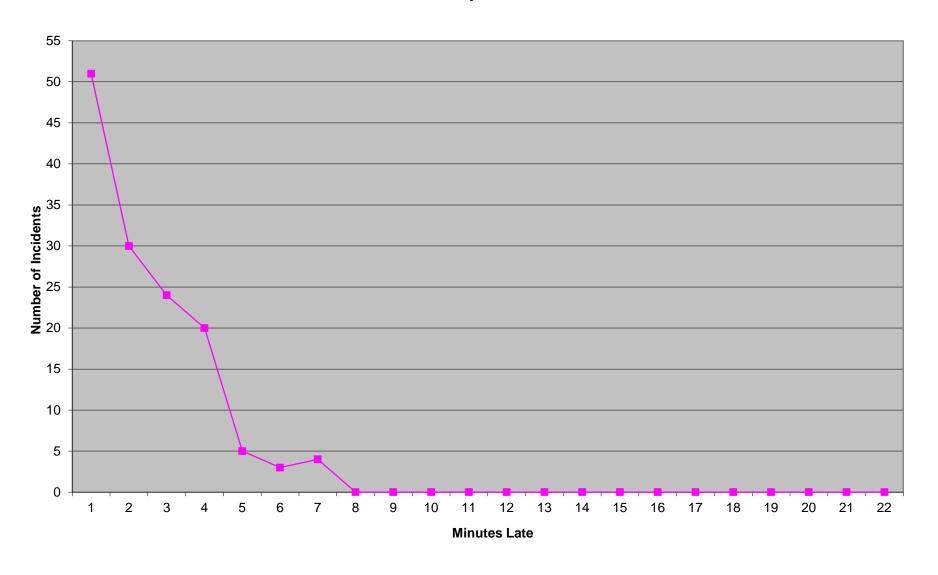
Each district within the Beneficiary City of Tulsa must be individually above 75% on Priority 1 transports (with a minimum of 100 incidents in each for measurement). Percentage figures above are rounded down as per the RFP.

Western Division Non-discrimination

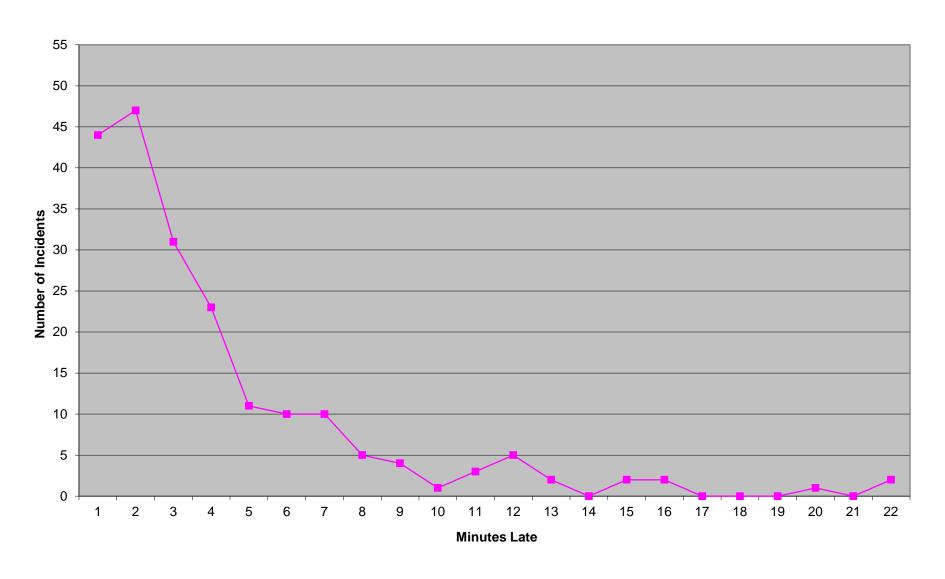
	Priority 1									
	Inc.	Late	%							
District 1	964	75	92%							
District 2	938	94	89%							
Edmond	137	11	91%							

Each district of the Western Division must be individually above 75% on Priority 1 transports (with a minimum of 100 incidents in each for measurement). Percentage figures above are rounded down as per the RFP.

Eastern Division Priority 1 Late Calls January 2013



Western Division Priority 1 Late Calls January 2013



Response Time Exclusion Summary Report Three Months ending January 2013

Month		2012	-11			2012	2-12			2013	3-01	
Priority	1	2	3	4	1	2	3	4	1	2	3	4
Eastern Division												
Final Other												
Final Other Interfacility Transfer	7								3			
Final System Overload	158	81	7	1	214	172	9	0	324	251	52	
Final Weather	4	2	0	0					2		3	
Eastern Exclusions Total	169	83	7	1	214	172	9	0	329	251	55	0
East Transports*	1586	2732	745	5	1656	2688	703	2	1737	2653	802	3
East Late	144	62	42	1	139	71	53	1	139	65	85	1
East % of Transports	11%	3%	1%	0%	13%	6%	1%	0%	19%	9%	7%	0%
East Compliance**		97%	94%	80%	91%	97%	92%	50%	91%	97%	89%	66%
East Compliance W/O Exclusions**	82%	94%	93%	66%	81%	91%	91%	50%	77%	89%	83%	66%
Month		2012	-11			2012	2-12			2013	3-01	
Month Priority		2012	-11	4	1	2012	2-12	4	1	2013	3-01 3	4
				4	1			4	1			4
Priority				4	1			4	1			4
Priority Western Division		2		4	1			4	1			4
Priority Western Division Final Other	1	2		4				4				4
Western Division Final Other Final Other Interfacility Transfer	1	1	3	4	1	2	3	4	1	2	3	4
Western Division Final Other Final Other Interfacility Transfer Final System Overload	5 207 2	1 108	7	4	1 337	175	8	4	1 363	199	9	4
Western Division Final Other Final Other Interfacility Transfer Final System Overload Final Weather	5 207 2	1 108 5	7 1		1 337 36	175 23	3 8 3		1 363 14	199 8	9 2	
Western Division Final Other Final Other Interfacility Transfer Final System Overload Final Weather	5 207 2 214	1 108 5	7 1		1 337 36	175 23	3 8 3		1 363 14	199 8	9 2	
Priority Western Division Final Other Final Other Interfacility Transfer Final System Overload Final Weather Western Exclusions Total	5 207 2 214	1 108 5 114	7 1 8	0	1 337 36 374	175 23 198	8 3 11	0	1 363 14 378	199 8 207	9 2 11	0
Priority Western Division Final Other Final Other Interfacility Transfer Final System Overload Final Weather Western Exclusions Total	5 207 2 214	1 108 5 114	7 1 8	0	1 337 36 374 2072	175 23 198	8 3 11	0	1 363 14 378	199 8 207	9 2 11	0
Priority Western Division Final Other Final Other Interfacility Transfer Final System Overload Final Weather Western Exclusions Total	5 207 2 214 2044 200	1 108 5 114	7 1 8 285 20	0	1 337 36 374 2072	175 23 198	8 3 11 329 33	0	1 363 14 378	199 8 207	9 2 11 336 34	0
Priority Western Division Final Other Final Other Interfacility Transfer Final System Overload Final Weather Western Exclusions Total West Transports* West Late	5 207 2 214 2044 200	1 108 5 114 3147 87	7 1 8 285 20	0 0	1 337 36 374 2072 160	175 23 198 3204 81	8 3 11 329 33	0 0	1 363 14 378 2264 204	199 8 207 3288 62	9 2 11 336 34	0 3 0
Priority Western Division Final Other Final Other Interfacility Transfer Final System Overload Final Weather Western Exclusions Total West Transports* West Late	5 207 2 214 2044 200	1 108 5 114 3147 87	7 1 8 285 20	0 0 0 N/A	1 337 36 374 2072 160	175 23 198 3204 81	8 3 11 329 33	0 0 0 N/A	1 363 14 378 2264 204	199 8 207 3288 62	3 9 2 11 336 34 3%	0 3 0

^{*} For the purposes of this report, transports means the number of transports that qualify for inclusion for compliance calculation purposes. Multi-unit response transports for greater than the first unit on ** For the purposes of this report, beneficiary and non-beneficiary cities have been combined. Contract compliance measures them separately.

