

----- AMP Data Entry Page -----

1. Losing Facility Information

Type of Distribution to Consolidate: Orig & Dest MODS/BPI Office
Facility Name & Type: Tulsa P&DC
Street Address: 2132 S 91st East Ave
City: Tulsa
State: OK
5D Facility ZIP Code: 74141
District: Oklahoma
Area: Southwest
Finance Number: 398350
Current 3D ZIP Code(s): 740-741, 743-747, 749
Miles to Gaining Facility: 114 Miles
EXFC office: Yes
Plant Manager: Mike Melendrez
Senior Plant Manager: Rick Shirley
District Manager: Julie Gosdin
Facility Type after AMP: DDC

2. Gaining Facility Information

Facility Name & Type: Oklahoma City P&DC
Street Address: 4025 W Reno Ave
City: Oklahoma City
State: OK
5D Facility ZIP Code: 73125
District: Oklahoma
Area: Southwest
Finance Number: 396139
Current 3D ZIP Code(s): 730, 731, 748
EXFC office: Yes
Plant Manager: Rick Shirley
Senior Plant Manager: Rick Shirley
District Manager: Julie Gosdin

3. Background Information

Start of Study: 9/15/2011
Date Range of Data: Jul-01-2010 : Jun-30-2011
Processing Days per Year: 310
Bargaining Unit Hours per Year: 1,745
EAS Hours per Year: 1,822

**Date of HQ memo, DAR Factors/Cost of Borrowing/
 Facility Start-up Costs Update** **New**

June 16, 2011

Date & Time this workbook was last saved:

2/17/2012 16:24

4. Other Information

Area Vice President: Jo Ann Feindt
Vice President, Network Operations: David E. Williams
Area AMP Coordinator: Steve Jackson
HQ AMP Coordinator: Jug Bedj, Sarah Grover


rev 09/21/2011

Approval Signatures

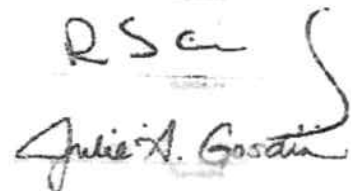
Various Facility Name and Type: **West Hall**
 Street Address: **1100 S. 1st St.**
 City: **Portland, OR**
 County: **Clatsop**
 Zip: **97130**
 Telephone: **503-325-1234**
 Fax: **503-325-1234**
 E-mail: **joann.feind@portseal.com**

I hereby certify that the information provided on this form is true and correct to the best of my knowledge and belief. I understand that any false information provided on this form may result in the revocation of the permit and may be subject to criminal and civil penalties.

Various Facility Name and Type: **West Hall**
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 11-2-11


RSC
 11-2-11


 Julie A. Gosdin
 11-4-11


RSC
 11-2-11

RSC
 11-2-11


 Julie A. Gosdin
 11-4-11


 Jo Ann Feind
 2/16/12

Approved Disapproved


 2/20/12

Vice President Network Operations:
David E. Williams

Executive Summary

Last Saved: February 17, 2012

Losing Facility Name and Type: Tulsa P&DC
Street Address: 2132 S 91st East Ave
City, State: Tulsa, OK
Current 3D ZIP Code(s): 740-741, 743-747, 749

Type of Distribution to Consolidate: Orig & Dest

Miles to Gaining Facility: 114 Miles

Gaining Facility Name and Type: Oklahoma City P&DC

Current 3D ZIP Code(s): 730, 731, 748

Summary of AMP Worksheets

Savings/Costs

Mail Processing Craft Workhour Savings =	<u>\$6,956,748</u>	from Workhour Costs - Proposed
Non-MP Craft/EAS + Shared LDCs Workhour Savings (less Maint/Trans) =	<u>\$893,712</u>	from Other Curr vs Prop
PCES/EAS Supervisory Workhour Savings =	<u>\$2,023,585</u>	from Other Curr vs Prop
Transportation Savings =	<u>(\$2,301,936)</u>	from Transportation (HCR and PVS)
Maintenance Savings =	<u>\$5,775,878</u>	from Maintenance
Space Savings =	<u>\$0</u>	from Space Evaluation and Other Costs
Total Annual Savings =	<u>\$13,347,988</u>	
Total One-Time Costs =	<u>\$3,683,259</u>	from Space Evaluation and Other Costs
Total First Year Savings =	<u>\$9,664,729</u>	

Staffing Positions

Craft Position Loss =	<u>145</u>	from Staffing - Craft
PCES/EAS Position Loss =	<u>11</u>	from Staffing - PCES/EAS

Volume

Total FHP to be Transferred (Average Daily Volume) =	<u>2,533,638</u>	from Workhour Costs - Current
Current FHP at Gaining Facility (Average Daily Volume) =	<u>3,552,235</u>	from Workhour Costs - Current
Losing Facility Cancellation Volume (Average Daily Volume) =	<u>345,488</u>	(= Total TPH / Operating Days)

Service

Service Standard Impacts by ADV

	UPGRADED	DOWNGRADED	Unchanged + Upgrades	Unchanged + Upgrades
	ADV	ADV	ADV	%
First-Class Mail®	0	0	0	#DIV/0!
Priority Mail®	0	0	0	#DIV/0!
Package Services	0	0	0	#DIV/0!
Periodicals	N/A*	N/A*	N/A*	N/A*
Standard Mail	N/A*	N/A*	N/A*	N/A*

Code to destination 3-digit ZIP Code volume is not available

rev 10/15/2009

Summary Narrative

Last Saved: February 17, 2012

Losing Facility Name and Type: Tulsa P&DC

Current 3D ZIP Code(s): 740-741, 743-747, 749

Type of Distribution to Consolidate: Orig & Dest

Gaining Facility Name and Type: Oklahoma City P&DC

Current 3D ZIP Code(s): 730, 731, 748

BACKGROUND:

This is a summary of the feasibility study for the consolidation of all originating and destinating mail from the Tulsa P&DC (SCFs 740-741, 743-747 and 749) into the Oklahoma City Processing & Distribution Center (P&DC) [SCFs 730-731, 748] with the intent of closing the Tulsa P&DC facility to all mail processing operations. This study was conducted to determine the feasibility of relocating the originating and destinating processing operations 114 miles from Tulsa P&DC to Oklahoma City P&DC every day. The Tulsa P&DC is a postal owned facility.

A separate Area Mail Processing (AMP) study was conducted to determine the feasibility of relocating the destinating distribution processing operations from McAlester Annex into Oklahoma City P&DC every day Monday thru Sunday.

FINANCIAL SUMMARY:

The annual baseline date for this AMP feasibility study is taken from the period of July 1, 2010 – June 30, 2011. Financial savings proposed for the consolidation of originating and destinating mail volumes from the Tulsa P&DC into the Oklahoma City P&DC are:

Total First Year Savings	\$9,664,729
Total Annual Savings	\$13,347,988

Based on the HQ modeled inventory there are one-time costs in the amount of \$3,683,259 associated with this AMP. This amount includes facility construction as the Tulsa P&DC will relocate numerous machines (full listing is section **EQUIPMENT RELOCATION AND MAINTENANCE IMPACTS**) to the Oklahoma City P&DC.

CUSTOMER & SERVICE IMPACTS:

There will be no changes to collection box times and a local postmark will continue to be available at retail service locations.

Specific service standard changes associated with this Area Mail Processing consolidation are contingent upon the resolution of both (a) the rulemaking in which current market dominant product service standards in 39 CFR Part 121 are being evaluated, and (b) all remaining AMP consolidation proposals that are part of the same network rationalization initiative. A complete file reflecting any new service standards will be published at www.usps.com once all of the related AMP decisions that provide the foundation for new service standards are made. Priority and Express Mail service standards will be based upon the capability of the network.

The Business Mail Entry Unit (BMEU) currently provided at the Tulsa P&DC will still be provided if the AMP is implemented, but, as the new designated Transfer Hub. Tulsa Customer Service which is under a separate finance number will continue to staff and support the BMEU operations.

No Retail Services or PO Boxes are currently available at the Tulsa P&DC and neither will be provided in the future. There is no Caller Service based at the Tulsa P&DC, but as a legacy with three customers, they pick up Caller Service at the Tulsa P&DC in the early am. Their Caller Service Boxes are issued from Downtown Station, which is 8 miles from the Tulsa P&DC. These customers perform a final Caller Service pickup at Downtown Station each morning. Their Caller Service will completely transfer to the Downtown Station where their boxes are issued.

FSO PRELIMINARY DISPOSITION STUDY RECOMMENDATION & DESCRIPTION OF FACILITY IMPACTS

Tulsa, OK P&DC (Retain and dispose excess)

BMEU – Will remain.

Carriers, Retail, P. O. Box and Caller Service – None; located at main post office and city stations.

Customer service and BMEU employees and workhours are in a separate finance number. There are sufficient workhours remaining to staff the operation.

rev 06/10/2009

Summary Narrative *(continued)*

TRANSPORTATION CHANGES:

Given the great amount of collection and processed mail to be moved throughout the state, a new transportation concept was developed. For Sectional Center Facilities (SCFs) currently supported by the Oklahoma City P&DC, transportation remains unchanged. For SCFs moving from Tulsa P&DC to Oklahoma City P&DC, all level 21 and above offices, including all SCF offices, will receive direct Tractor-Trailer (TT) Highway Contract Route (HCR) service from the Oklahoma City P&DC. The level 21 and above offices generate at least one or more TT worth of volume daily and can accept a TT. This allows a significant amount of volume to bypass a Transfer Hub in Tulsa. The exception to this is all of the 741 mail will be sent to the Tulsa Transfer Hub to be dispatched to the City Stations. The remaining volumes for level 20 and below offices will also be sent to the Tulsa Transfer Hub for dispatch. All of the remaining Associate Offices (AOs) HCR routes were analyzed and regrouped as needed for the most efficient Line of Travel.

The volumes sent to the Tulsa Transfer Hub will be supported by HCR transportation. Additionally, the 741 offices are currently supported by Postal Vehicle Services (PVS). A Cost Evaluation - Postal Vehicle Service vs. Contract Service - PS Form 5505 study was performed and the 741 transportation was modeled utilizing Contract Services and eliminating PVS.

The Tulsa Transfer Hub will handle volumes for the level 20 and below offices for SCF 740; all of Tulsa City Stations in SCF 741; and approximately half of the offices in SCF 743. Currently, SCF 743 is processed entirely at the Tulsa P&DC, but half of the offices are sent to Vinita to hub from that facility and the other half dispatch from Tulsa directly. This is due to the SCF 743 area having a very large lake in the middle of the territory. Offices dispatched from Vinita are to one side of the lake and offices dispatched from Tulsa P&DC are to the other side of the lake. This 743 concept will continue from Oklahoma City P&DC with a TT sent to Vinita to dispatch and the remaining 743 sent to the Tulsa Transfer Hub to dispatch.

Collection volumes will arrive at the Oklahoma City P&DC well in advance of the 23:00 Clearance Entry Time (CET) as outlined in the New 24 Hour Clock plan. There are multiple collection trips from the SCFs 743-747 & 749 with the final trip arriving between 20:00-21:20. The Level 21 and above offices final collection trip will arrive between 19:20-21:30, bypassing the Tulsa Transfer Hub. The remaining 740 & 743 AOs will arrive at the Tulsa Transfer Hub by 19:45. The collection mail will be consolidated and dispatched at 20:00 to the Oklahoma City P&DC and arrive by 22:15, well before the 23:00 CET. Also note that the heaviest collection volumes arrived by 21:30, so Unit 010 will have sufficient time to clear this later collection volume prior to the Outgoing Primary Clearance Time (CT). No Collection Box Times were changed with this transportation concept.

The plan to deliver the Morning Mail to the AOs and Stations is based on current CETs to those facilities. No changes to a later arrival time were made. Most Level 21 and above offices have multiple trips, again based on existing trips or in some cases, consolidated trips with mail arriving by current CETs. Dispatches from the Tulsa Transfer Hub times were not changed unless the trip was regrouped for the most efficient Line of Travel. 741 Station trips are based on existing trips with adjustments for most efficient Line of Travel and to arrive based on existing Integrated Operating Plan (IOP) CETs.

Most of the NDC trips to/from Tulsa P&DC have been moved to Oklahoma City P&DC, with the exception of two (2) to handle originating BMEU mail from Presort Mailers in Tulsa. These two (2) trips will dispatch to/from the Tulsa Transfer Hub to the Dallas NDC.

A transportation cost is projected with an estimated cost of \$2,301,936.

Transportation Hub:

Based on the AMP Transportation Concept, a Transfer Hub is needed in Tulsa to handle the transfer of processed mail to HCR to Stations/AOs and to return collection mail and empty MTE back to the Oklahoma City P&DC. The Southwest Area Facilities Service Office (FSO) has reviewed the Tulsa area and surrounding Stations/AOs to determine the feasibility utilizing one of the existing facilities as a Transfer Hub. 50,000 sq. ft and approximately 15 docks are required for this operation and to house the BMEU for Tulsa City to support the local mailers. No existing space of this capacity is available. FSO also indicated there is no funding available for newly leased space. Thus it was determined the Tulsa P&DC, which is postal owned, would be the site of the Transfer Hub and BMEU. Additional details are provided in the section

SPACE IMPACTS: At present, there would be F1 staffing to handle the transfers and maintenance staffing to support the F1 operations, maintain the facility and grounds, and provide the current level of support to Tulsa City stations and current AMT maintenance staffing.

Summary Narrative (continued)

Mail Volumes/Workload Not Included in AMP Study

New Volumes not accounted for in the workbook from bringing in SCF operations from 738, 748 and 749 Detached Distribution Units (DDUs). F4 reviews performed at these offices show the workload shift to Oklahoma City P&DC as 76.67 hrs/day x 303 days/yr = 23,231 hrs/yr. At a Gaining Site LDC 14 Workhour Rate of \$40.02, this is a cost \$929,705 and FTE equivalent of thirteen (13) FTEs.

Oklahoma City P&DC added significant AFSM-ATHS Operation 406 CRRT volumes which are not included in the MODS data period used in the workbook. Tulsa P&DC also added some modest volumes. Tulsa stated in March 2011 adding +5,000 pieces of CRRT, so this data is partially in the MODS data pulled. OKC started adding new CRRT from the DUO process, they started ramping up at the end of June 2011, and so this data is not included in the MODS data pulled. The increase was +30% to SPLY in July, then +41% to SPLY in August and finally +52% to SPLY once all were on-line by Sept. 15th 2011. New volumes equate to +89,873 pieces per day for OKC. Total new volumes are +94,873 pieces per day or +34,628,645 pieces per year. Based on the Gaining Site Achieved BPI +5% points = 78.3% or 2,073 pcs/hr. This equates to 16,705 hrs/year * Gaining Site LDC12 Rate of \$45.88 = \$766,425 cost per year which is unaccounted in the workbook. This also equates to ten (10) FTE positions unaccounted for in the workbook.

Tulsa P&DC is a Tray Management System (TMS) site where the system uses high-speed transport and Bulk Storage Units (BSU) to store mail off the workroom floor and then deliver it to Towers at each machine based on a Run Plan Schedule. When this system was installed at the Tulsa P&DC in 2000, there was an impact to the mailhandler craft as few mailhandlers were needed as the result of the system installation. Oklahoma City P&DC is not a TMS site. Thus comparative workhours are missing in the Losing Site Workhour Costs and workhours are unaccounted for to go to the Gaining Site. Oklahoma generated a methodology to account for the missing hours due to TMS and estimate the workhours to be 34,795 hrs/year or equivalent of twenty (20) FTEs. Total cost missing in the workbook at the Gaining Site LDC 17 Rate of \$36.83 is a cost of \$1,281,510.

One time facility costs include site prep cost of \$285,862 for machine moves and adding additional battery room at gaining site; twenty-four (24) GBLs cost of \$96,000 to move equipment to OKC P&DC; Oklahoma City P&DC employee parking lot expansion cost of \$742,000; East Arrow Station entry drive modification for Tractor-Trailer access at cost of \$40,000; fence at Tulsa P&DC to block off access to South Dock of facility at cost of \$12,500; and converting 15 MTE forklifts and tugs to PIV at cost of \$75,000. Total Cost at \$1,251,362.

Currently, both Tulsa and Oklahoma City are AADC's and ADC's for First Class and Priority Mail. Since Oklahoma City will be processing destinating mail for 16 SCF's, it is critical that two ADC's are maintained on the National Distribution Label List for Oklahoma City, in order to clear destinating priority and primary flat volumes timely. It is estimated that with only one ADC separation, that Oklahoma City would have a 28% rehandle rate on destinating priority and a 23% rehandle rate on destinating primary flats.

EMPLOYEE IMPACTS:

The consolidation of originating and destinating processing operations in conjunction with the proposed closure of the Tulsa P&DC will require the movement of personnel. In this feasibility study, 471 craft and 31 Management positions will be impacted. There are a total of one-hundred-sixty-six (166) employees at the Tulsa P&DC installation who are retirement eligible.

Management and Craft Staffing Impacts							
	Tulsa OK P&DC			Oklahoma City P&DC			Net Diff
	Total Current On-Rolls	Total Proposed	Diff	Total Current On-Rolls	Total Proposed	Diff	
Craft ¹	538	67	(471)	631	957	326	(145)
Management	34	3	(31)	44	64	20	(11)

¹ Craft = FTR+PTR+PTF+Casuals

Summary Narrative *(continued)*

Mail Processing Management to Craft Ratio				
Management to Craft ² Ratios	Current		Proposed	
	SDOs to Craft ₁ (1:25 target)	MDOs+SDOs to Craft ₁ (1:22 target)	SDOs to Craft ₁ (1:25 target)	MDOs+SDOs to Craft ₁ (1:22 target)
Tulsa OK P&DC	1 : 31	1 : 25	1 : 18	1 : 18
Oklahoma City P&DC	1 : 26	1 : 21	1 : 25	1 : 22

¹ Craft = FTR+PTR+PTF+Casuals
² Craft = F1 + F4 at Losing; F1 only at Gaining

As a matter of policy, the Postal Service follows the Worker Adjustment and Retraining Notification Act's ("WARN") notification requirements when the number of employees experiencing an employment loss within the meaning of WARN would trigger WARN requirements. Some or all of the impacted employees described above may not experience an employment loss within the meaning of WARN due to transfers or reassignments

STAFFING IMPACTS:

The Tulsa P&DC facility will serve as the Transfer Hub and dock workload was addressed in the model to handle dock transfers of processed mail and MTE in the morning; dock transfers of collection mail and MTE in the afternoon; transfers of processed mail throughout the period from 13:30-06:00. This workload will include separation and combining of collection mail from associate offices and stations and branches. BMEU mailings will be handled by dock personnel to send to Oklahoma City or Dallas NDC for processing. Empty equipment and MTE needs of external and internal customers will be met by the remaining staff. During the morning dispatch operation, mail such as outside parcels and sacks will need separating to the different HCR routes. This workload will be addressed by the remaining staff of 9 clerks, 27 mailhandlers and 2 Supervisors.

EQUIPMENT RELOCATION AND MAINTENANCE IMPACTS

The AMP feasibility study projects an annual Maintenance savings of \$5,775,878.

Equipment identified for relocation from the Tulsa P&DC to support operations at the Oklahoma City P&DC include one (1) AFCS with VFS and BDS, two (2) AFSM100s, eleven (11) DBCSs Phase II-VI to replace eleven (11) Phase I DBCSs which are to be removed from service (disposition to be determined by HQ at a later date), two (2) DIOSSs (with four (4) more DIOSS or DBCS-OSS machines coming from other sites), two (2) SPBSs with LMS, two (2) LCTS, two (2) SASWYBs, two (2) Automated Tray Unsleevers, one (1) Automated tub Unlifter, undetermined number of PIT equipment (forklift, tugs and Center Control Riders), PIT battery chargers, undetermined number of Model 89 belts, letter and flat cases, sack racks and other support equipment.

Some of the ancillary equipment listed above are not included in the workbook, but have locally determined the need for this equipment. Remaining equipment at the Tulsa P&DC will be utilized at the Tulsa Transfer Hub or excessed to other sites with no costs incurred to this AMP study.

SPACE IMPACTS

If the AMP feasibility study is approved, the 353,351 sq. ft. Tulsa P&DC facility will be used as a Transfer Hub and will contain the BMEU. 50,000 sq. ft. would be utilized for the Transfer Hub and BMEU, with the remainder of the docks and workroom floor walled or fenced off and not utilized. Office space sufficient for the remaining staff would be utilized, the employee locker/rest rooms would remain open as they are also the tornado shelters, but the break room size would be greatly reduced.

24 Hour Clock

Last Saved: February 17, 2012

Losing Facility Name and Type: Tulsa P&DC

Current 3D ZIP Code(s): 740-741, 743-747, 749

Type of Distribution to Consolidate: Orig & Dest

Gaining Facility Name and Type: Oklahoma City P&DC

Current 3D ZIP Code(s): 730, 731, 748

			24 Hour Indicator Report				80%	100%	100%	100%	Millions	100%	100%	86.9%
Weekly Trends Beginning Day		%	Facility	Cancelled by 2000 Data Source = EDW\DCRS	CGP Cleared by 2300 Data Source = EDW\ECOR	CGS Cleared by 2400 Data Source = EDW\ECOR	MVP Cleared by 2400 Data Source = EDW\ECOR	MVP Volume On Hand at 2400 Data Source = EDW\DCRS	Mail Assigned/Commercial/ FedEx By 0230 Data Source = EDW\SASS	DPS 2nd Pass Cleared by 0700 Data Source = EDW\ECOR	Trips On-Time 0400 - 0600 Data Source = EDW\TIMES			
2-Apr	SAT	4/2	TULSA P&DC	65.3%	99.9%	99.6%	99.3%	#VALUE!	93.5%	100.0%	56.0%			
9-Apr	SAT	4/9	TULSA P&DC	69.5%	99.9%	100.0%	97.9%	#VALUE!	93.7%	100.0%	62.7%			
16-Apr	SAT	4/16	TULSA P&DC	72.4%	100.0%	99.8%	99.3%	#VALUE!	91.1%	100.0%	66.0%			
23-Apr	SAT	4/23	TULSA P&DC	70.2%	100.0%	100.0%	98.9%	#VALUE!	89.7%	100.0%	65.8%			
30-Apr	SAT	4/30	TULSA P&DC	64.9%	100.0%	100.0%	99.0%	#VALUE!	84.8%	100.0%	66.5%			
7-May	SAT	5/7	TULSA P&DC	69.0%	99.9%	100.0%	98.6%	#VALUE!	89.4%	100.0%	75.3%			
14-May	SAT	5/14	TULSA P&DC	67.9%	100.0%	100.0%	99.1%	#VALUE!	93.7%	100.0%	78.2%			
21-May	SAT	5/21	TULSA P&DC	72.9%	100.0%	100.0%	99.0%	#VALUE!	99.2%	100.0%	60.3%			
28-May	SAT	5/28	TULSA P&DC	69.7%	100.0%	100.0%	100.0%	#VALUE!	93.1%	100.0%	61.8%			
4-Jun	SAT	6/4	TULSA P&DC	72.0%	99.9%	100.0%	99.2%	#VALUE!	98.5%	100.0%	69.1%			
11-Jun	SAT	6/11	TULSA P&DC	74.4%	100.0%	100.0%	97.4%	#VALUE!	97.9%	100.0%	68.2%			
18-Jun	SAT	6/18	TULSA P&DC	65.0%	100.0%	100.0%	99.2%	#VALUE!	100.0%	100.0%	69.4%			
25-Jun	SAT	6/25	TULSA P&DC	69.7%	99.5%	99.9%	98.7%	#VALUE!	96.3%	100.0%	72.1%			
2-Jul	SAT	7/2	TULSA P&DC	65.5%	100.0%	100.0%	99.1%	#VALUE!	94.4%	100.0%	62.2%			
9-Jul	SAT	7/9	TULSA P&DC	71.9%	99.9%	100.0%	99.7%	#VALUE!	99.6%	100.0%	77.9%			
16-Jul	SAT	7/16	TULSA P&DC	69.3%	100.0%	100.0%	99.7%	#VALUE!	100.0%	100.0%	86.8%			
23-Jul	SAT	7/23	TULSA P&DC	73.7%	100.0%	100.0%	98.7%	#VALUE!	95.7%	100.0%	79.6%			
30-Jul	SAT	7/30	TULSA P&DC	67.9%	100.0%	100.0%	99.8%	#VALUE!	99.7%	100.0%	78.8%			
6-Aug	SAT	8/6	TULSA P&DC	67.5%	99.8%	100.0%	99.4%	#VALUE!	96.2%	100.0%	74.5%			
13-Aug	SAT	8/13	TULSA P&DC	73.8%	100.0%	100.0%	99.8%	#VALUE!	99.9%	100.0%	71.4%			
20-Aug	SAT	8/20	TULSA P&DC	74.6%	100.0%	100.0%	99.7%	#VALUE!	98.8%	100.0%	79.0%			
27-Aug	SAT	8/27	TULSA P&DC	66.8%	100.0%	99.4%	99.6%	#VALUE!	100.0%	100.0%	72.1%			
3-Sep	SAT	9/3	TULSA P&DC	62.8%	99.8%	100.0%	97.8%	#VALUE!	98.2%	100.0%	61.5%			
10-Sep	SAT	9/10	TULSA P&DC	65.8%	100.0%	100.0%	99.7%	#VALUE!	100.0%	100.0%	67.7%			
17-Sep	SAT	9/17	TULSA P&DC	67.5%	99.8%	100.0%	99.3%	#VALUE!	100.0%	100.0%	60.9%			
			24 Hour Indicator Report				80%	100%	100%	100%	Millions	100%	100%	86.9%
Weekly Trends Beginning Day		%	Facility	Cancelled by 2000 Data Source = EDW\DCRS	CGP Cleared by 2300 Data Source = EDW\ECOR	CGS Cleared by 2400 Data Source = EDW\ECOR	MVP Cleared by 2400 Data Source = EDW\ECOR	MVP Volume On Hand at 2400 Data Source = EDW\DCRS	Mail Assigned/Commercial/ FedEx By 0230 Data Source = EDW\SASS	DPS 2nd Pass Cleared by 0700 Data Source = EDW\ECOR	Trips On-Time 0400 - 0600 Data Source = EDW\TIMES			
2-Apr	SAT	4/2	OKLAHOMA CITY P&DC	74.5%	99.6%	100.0%	94.1%	#VALUE!	95.4%	100.0%	93.6%			
9-Apr	SAT	4/9	OKLAHOMA CITY P&DC	74.0%	99.8%	100.0%	93.3%	#VALUE!	93.3%	100.0%	94.8%			
16-Apr	SAT	4/16	OKLAHOMA CITY P&DC	79.8%	100.0%	100.0%	94.4%	#VALUE!	94.4%	100.0%	94.2%			
23-Apr	SAT	4/23	OKLAHOMA CITY P&DC	78.8%	100.0%	100.0%	93.2%	#VALUE!	96.8%	100.0%	93.4%			
30-Apr	SAT	4/30	OKLAHOMA CITY P&DC	67.4%	99.4%	100.0%	92.3%	#VALUE!	92.2%	100.0%	91.5%			
7-May	SAT	5/7	OKLAHOMA CITY P&DC	78.8%	100.0%	100.0%	94.7%	#VALUE!	95.8%	100.0%	88.5%			
14-May	SAT	5/14	OKLAHOMA CITY P&DC	79.4%	100.0%	100.0%	94.3%	#VALUE!	92.4%	100.0%	94.5%			
21-May	SAT	5/21	OKLAHOMA CITY P&DC	73.4%	100.0%	100.0%	92.0%	#VALUE!	90.2%	100.0%	90.4%			
28-May	SAT	5/28	OKLAHOMA CITY P&DC	69.2%	99.4%	100.0%	89.2%	#VALUE!	92.6%	100.0%	91.4%			
4-Jun	SAT	6/4	OKLAHOMA CITY P&DC	73.5%	100.0%	100.0%	91.6%	#VALUE!	88.1%	100.0%	92.6%			
11-Jun	SAT	6/11	OKLAHOMA CITY P&DC	74.0%	100.0%	100.0%	93.9%	#VALUE!	91.8%	100.0%	93.4%			
18-Jun	SAT	6/18	OKLAHOMA CITY P&DC	76.3%	100.0%	100.0%	93.2%	#VALUE!	94.6%	100.0%	83.3%			
25-Jun	SAT	6/25	OKLAHOMA CITY P&DC	68.2%	99.8%	100.0%	94.2%	#VALUE!	95.2%	100.0%	77.6%			
2-Jul	SAT	7/2	OKLAHOMA CITY P&DC	69.3%	100.0%	100.0%	95.0%	#VALUE!	95.3%	100.0%	86.2%			
9-Jul	SAT	7/9	OKLAHOMA CITY P&DC	72.0%	100.0%	100.0%	92.4%	#VALUE!	95.2%	100.0%	83.2%			
16-Jul	SAT	7/16	OKLAHOMA CITY P&DC	75.0%	99.9%	100.0%	93.4%	#VALUE!	94.3%	100.0%	85.6%			
23-Jul	SAT	7/23	OKLAHOMA CITY P&DC	60.4%	100.0%	100.0%	95.5%	#VALUE!	94.2%	100.0%	86.0%			
30-Jul	SAT	7/30	OKLAHOMA CITY P&DC	56.0%	99.5%	100.0%	93.0%	#VALUE!	93.8%	100.0%	83.5%			
6-Aug	SAT	8/6	OKLAHOMA CITY P&DC	75.2%	100.0%	100.0%	93.8%	#VALUE!	95.0%	100.0%	79.0%			
13-Aug	SAT	8/13	OKLAHOMA CITY P&DC	74.0%	100.0%	100.0%	94.1%	#VALUE!	91.8%	100.0%	80.4%			
20-Aug	SAT	8/20	OKLAHOMA CITY P&DC	46.9%	99.9%	100.0%	93.2%	#VALUE!	93.5%	100.0%	61.2%			
27-Aug	SAT	8/27	OKLAHOMA CITY P&DC	61.8%	99.6%	98.6%	92.3%	#VALUE!	92.0%	100.0%	70.4%			
3-Sep	SAT	9/3	OKLAHOMA CITY P&DC	66.6%	98.9%	100.0%	94.3%	#VALUE!	87.2%	100.0%	59.1%			
10-Sep	SAT	9/10	OKLAHOMA CITY P&DC	77.7%	100.0%	100.0%	92.6%	#VALUE!	94.8%	100.0%	56.1%			
17-Sep	SAT	9/17	OKLAHOMA CITY P&DC	74.7%	100.0%	100.0%	95.1%	#VALUE!	95.0%	100.0%	77.4%			

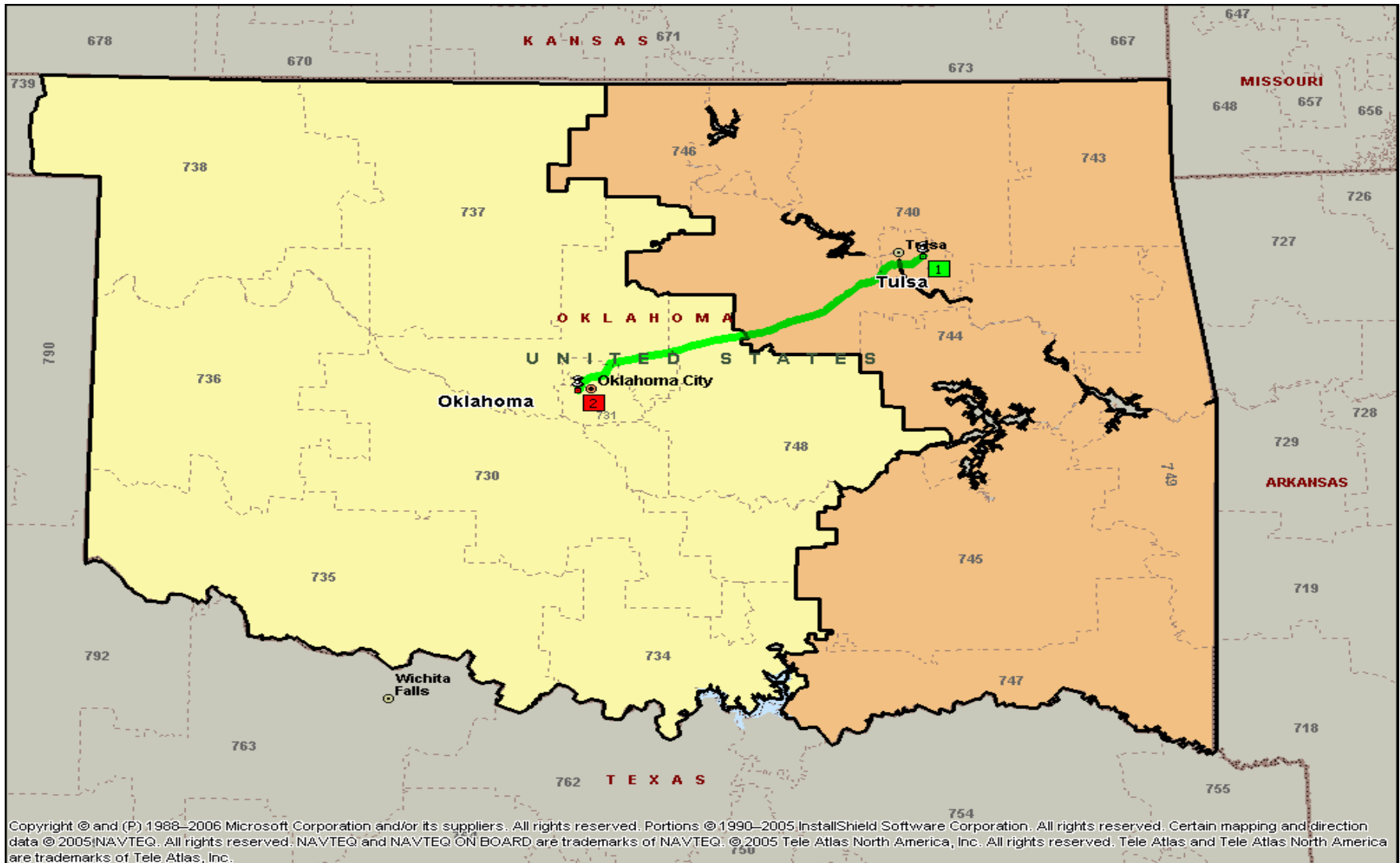
rev 04/2/2008

MAP

Last Saved: February 17, 2012

Losing Facility Name and Type: Tulsa P&DC
Current 3D ZIP Code(s): 740-741, 743-747, 749
Miles to Gaining Facility: 114 Miles

Gaining Facility Name and Type: Oklahoma City P&DC
Current 3D ZIP Code(s): 730, 731, 748



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rev 03/20/2008

Service Standard Impacts

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

Losing Facility 3D ZIP Code(s): 740-741, 743-747, 749

Gaining Facility 3D ZIP Code(s): 730, 731, 748

Based on report prepared by Network Integration Support dated: mm/dd/yyyy

Service Standard Changes - Average Daily Volume (data obtained from ODIS is derived from sampling and may vary from actual volume)																
	FCM						PRI		PER *		STD *		PSVC		ALL CLASSES	
	Overnight	% Change	All Others	% Change	Total	% Change	All	% Change	All	% Change	All	% Change	All	% Change	All	% Change
UPGRADE																
DOWNGRADE																
TOTAL																
NET UP+NO CHNG																
VOLUME TOTAL																

* - Periodical and Standard mail origin 3-digit ZIP Code to destination 3-digit ZIP Code volume is not available

Selected summary fields are transferred to the *Executive Summary*

Service Standard Changes - Pairs																
	FCM						PRI		PER		STD		PSVC		ALL CLASSES	
	Overnight	% Change	All Others	% Change	Total	% Change	All	% Change	All	% Change	All	% Change	All	% Change	All	% Change
UPGRADE																
DOWNGRADE																
TOTAL																
NET																

Stakeholders Notification

(WorkBook Tab Notification - 1)

Last Saved: February 17, 2012

Stakeholder Notification Page 1

Losing Facility: Tulsa P&DC

AMP Event: Start of Study

Workhour Costs - Current

Last Saved: February 17, 2012

Losing Facility: **Tulsa P&DC**

Gaining Facility: **Oklahoma City P&DC**

Date Range of Data: **07/01/10 <<==== : ====>> #REF!**

Losing Current Workhour Rate by LDC		
LDC	Function 1	Function 4
11	\$37.86	\$0.00
12	\$39.23	\$0.00
13	\$43.16	\$0.00
14	\$39.88	\$0.00
15	\$42.93	\$0.00
16	\$0.00	\$0.00
17	\$38.59	\$0.00
18	\$40.64	\$39.30

Gaining Current Workhour Rate by LDC		
LDC	Function 1	Function 4
11	\$35.81	\$0.00
12	\$45.88	\$0.00
13	\$40.90	\$0.00
14	\$40.02	\$0.00
15	\$54.29	\$0.00
16	\$0.00	\$0.00
17	\$36.83	\$0.00
18	\$41.18	\$0.00

(1) Current Operation Numbers	(2) % Moved to Gaining	(3) Current Annual FHP Volume	(4) Current Annual TPH or NATPH Volume	(5) Current Annual Workhours	(6) Current Productivity (TPH or NATPH)	(7) Current Annual Workhour Costs
002	100.0%					\$89,668
009	100.0%					\$0
010	100.0%					\$137,992
012	100.0%					\$76
014	100.0%					\$238,433
015	100.0%					\$152,209
017	100.0%					\$548,967
019	100.0%					\$35,710
020	100.0%					\$306
021	100.0%					\$0
022	100.0%					\$0
030	100.0%					\$1,273,812
035	100.0%					\$1,527,389
040	100.0%					\$2,010
043	100.0%					\$120,398
044	100.0%					\$71,805
060	100.0%					\$103,006
064	100.0%					\$31,608
066	100.0%					\$689
067	100.0%					\$1,031
070	100.0%					\$6,627
073	100.0%					\$161,913
074	100.0%					\$48,832
083	100.0%					\$110,576
084	100.0%					\$7,893
087	100.0%					\$25
089	100.0%					\$47,443
090	100.0%					\$17,027
091	100.0%					\$28,749
092	100.0%					\$35,140
093	100.0%					\$14,753
094	100.0%					\$2,333
095	100.0%					\$1,403
096	100.0%					\$2,008
097	100.0%					\$23,604
098	100.0%					\$16,019
099	100.0%					\$40,860
100	100.0%					\$143,466
105	100.0%					\$139,329
109	100.0%					\$5,257

(8) Current Operation Numbers	(9) % Moved to Losing	(10) Current Annual FHP Volume	(11) Current Annual TPH or NATPH Volume	(12) Current Annual Workhours	(13) Current Productivity (TPH or NATPH)	(14) Current Annual Workhour Costs
002						\$222,995
009						\$0
010						\$82,461
012						\$74,889
014						\$0
015						\$238,960
017						\$432,282
019						\$0
020						\$0
021						\$69,604
022						\$0
030						\$1,190,430
035						\$485,269
040						\$203,701
043						\$211,259
044						\$140,779
060						\$4,523
064						\$0
066						\$4,058
067						\$3,213
070						\$11,179
073						\$0
074						\$321
083						\$53,559
084						\$60,013
087						\$1,915
089						\$112,241
090						\$98,937
091						\$52,354
092						\$54,836
093						\$24,788
094						\$5,105
095						\$3,884
096						\$5,916
097						\$34,674
098						\$29,696
099						\$65,292
100						\$0
105						\$0
109						\$115,770

(1) Current Operation Numbers	(2) % Moved to Gaining	(3) Current Annual FHP Volume	(4) Current Annual TPH or NATPH Volume	(5) Current Annual Workhours	(6) Current Productivity (TPH or NATPH)	(7) Current Annual Workhour Costs
110	100.0%					\$447
111	100.0%					\$878
114	100.0%					\$79,198
117	100.0%					\$4,053
120	100.0%					\$23,825
122	100.0%					\$222
128	100.0%					\$72,217
130	100.0%					\$147
136	100.0%					\$840,181
137	100.0%					\$626,629
138	100.0%					\$532,970
139	100.0%					\$7,914
150	100.0%					\$39,988
160	100.0%					\$583
169	100.0%					\$92,880
170	100.0%					\$574
175	100.0%					\$185
180	100.0%					\$1,278,067
181	100.0%					\$149
185	100.0%					\$68,992
208	100.0%					\$5,383
209	100.0%					\$0
210	7.4%					\$1,188,898
229	86.2%					\$1,109,121
230	49.0%					\$530,785
231	67.4%					\$620,134
234	85.7%					\$230,330
235	100.0%					\$107,302
261	100.0%					\$85
262	100.0%					\$0
263	100.0%					\$524
264	100.0%					\$47
265	100.0%					\$47,431
266	100.0%					\$43,777
271	100.0%					\$310,603
275	100.0%					\$303
281	100.0%					\$20,708
282	100.0%					\$524,852
283	100.0%					\$340
293	100.0%					\$148
320	100.0%					\$718
321	100.0%					\$1,112,324
322	100.0%					\$18,435
324	100.0%					\$477
328	100.0%					\$60,721
331	100.0%					\$130,426
332	100.0%					\$33,473
333	100.0%					\$584,718
334	100.0%					\$97,197
336	100.0%					\$1,412,836
337	100.0%					\$28,993
340	100.0%					\$30,237
441	100.0%					\$9,837
442	100.0%					\$199
443	100.0%					\$32,743
444	100.0%					\$4,976
445	100.0%					\$643
448	100.0%					\$76,584
468	100.0%					\$0
481	100.0%					\$356,805

(8) Current Operation Numbers	(9) % Moved to Losing	(10) Current Annual FHP Volume	(11) Current Annual TPH or NATPH Volume	(12) Current Annual Workhours	(13) Current Productivity (TPH or NATPH)	(14) Current Annual Workhour Costs
110						\$0
111						\$189,097
114						\$0
117						\$0
120						\$89,077
122						\$51,692
128						\$0
130						\$0
136						\$0
137						\$0
138						\$0
139						\$0
150						\$86,990
160						\$0
169						\$991,624
170						\$61,678
175						\$0
180						\$40,356
181						\$0
185						\$0
208						\$369,451
209						\$82,036
210						\$1,247,109
229						\$1,147,419
230						\$1,148,295
231						\$847,637
234						\$108,812
235						\$135,316
261						\$27
262						\$0
263						\$13,668
264						\$0
265						\$0
266						\$0
271						\$252,064
275						\$0
481						\$776,747
481dup						
483						\$25,222
293						\$0
320						\$0
321						\$736,333
322						\$0
324						\$239,433
328						\$0
331						\$0
332						\$0
333						\$0
334						\$0
336						\$0
337						\$0
340						\$0
331dup						
332dup						
333dup						
334dup						
334dup						
333dup						
468						\$0
481dup						

Workhour Costs - Proposed

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

Gaining Facility: Oklahoma City P&DC

(1) Proposed Operation Numbers	(2) Proposed Annual FHP Volume	(3) Proposed Annual TPH or NATPH Volume	(4) Proposed Annual Workhours	(5) Proposed Productivity (TPH or NATPH)	(6) Proposed Annual Workhour Costs
002	0	0	0	No Calc	\$0
009	0	0	0	No Calc	\$0
010	0	0	0	No Calc	\$0
012	0	0	0	No Calc	\$0
014	0	0	0	No Calc	\$0
015	0	0	0	No Calc	\$0
017	0	0	0	No Calc	\$0
019	0	0	0	No Calc	\$0
020	0	0	0	No Calc	\$0
021	0	0	0	No Calc	\$0
022	0	0	0	No Calc	\$0
030	0	0	0	No Calc	\$0
035	0	0	0	No Calc	\$0
040	0	0	0	No Calc	\$0
043	0	0	0	No Calc	\$0
044	0	0	0	No Calc	\$0
060	0	0	0	No Calc	\$0
064	0	0	0	No Calc	\$0
066	0	0	0	No Calc	\$0
067	0	0	0	No Calc	\$0
070	0	0	0	No Calc	\$0
073	0	0	0	No Calc	\$0
074	0	0	0	No Calc	\$0
083	0	0	0	No Calc	\$0
084	0	0	0	No Calc	\$0
087	0	0	0	No Calc	\$0
089	0	0	0	No Calc	\$0
090	0	0	0	No Calc	\$0
091	0	0	0	No Calc	\$0
092	0	0	0	No Calc	\$0
093	0	0	0	No Calc	\$0
094	0	0	0	No Calc	\$0
095	0	0	0	No Calc	\$0
096	0	0	0	No Calc	\$0
097	0	0	0	No Calc	\$0
098	0	0	0	No Calc	\$0
099	0	0	0	No Calc	\$0
100	0	0	0	No Calc	\$0
105	0	0	0	No Calc	\$0
109	0	0	0	No Calc	\$0
110	0	0	0	No Calc	\$0
111	0	0	0	No Calc	\$0
114	0	0	0	No Calc	\$0
117	0	0	0	No Calc	\$0
120	0	0	0	No Calc	\$0
122	0	0	0	No Calc	\$0
128	0	0	0	No Calc	\$0
130	0	0	0	No Calc	\$0
136	0	0	0	No Calc	\$0

(7) Proposed Operation Numbers	(8) Proposed Annual FHP Volume	(9) Proposed Annual TPH or NATPH Volume	(10) Proposed Annual Workhours	(11) Proposed Productivity (TPH or NATPH)	(12) Proposed Annual Workhour Costs
002					\$265,787
009					\$0
010					\$148,316
012					\$74,925
014					\$113,788
015					\$404,115
017					\$694,266
019					\$17,042
020					\$146
021					\$69,604
022					\$0
030					\$2,412,594
035					\$1,214,188
040					\$202,602
043					\$325,294
044					\$208,568
060					\$104,728
064					\$15,084
066					\$6,711
067					\$6,559
070					\$17,462
073					\$157,617
074					\$47,853
083					\$87,528
084					\$63,780
087					\$1,514
089					\$134,883
090					\$114,028
091					\$92,350
092					\$92,583
093					\$40,001
094					\$4,617
095					\$3,301
096					\$2,974
097					\$67,795
098					\$47,356
099					\$110,201
100					\$139,660
105					\$80,187
109					\$118,133
110					\$213
111					\$189,516
114					\$37,796
117					\$1,934
120					\$100,447
122					\$51,798
128					\$34,464
130					\$143
136					\$488,922

(1) Proposed Operation Numbers	(2) Proposed Annual FHP Volume	(3) Proposed Annual TPH or NATPH Volume	(4) Proposed Annual Workhours	(5) Proposed Productivity (TPH or NATPH)	(6) Proposed Annual Workhour Costs
137	0	0	0	No Calc	\$0
138	0	0	0	No Calc	\$0
139	0	0	0	No Calc	\$0
150	0	0	0	No Calc	\$0
160	0	0	0	No Calc	\$0
169	0	0	0	No Calc	\$0
170	0	0	0	No Calc	\$0
175	0	0	0	No Calc	\$0
180	0	0	0	No Calc	\$0
181	0	0	0	No Calc	\$0
185	0	0	0	No Calc	\$0
208	0	0	0	No Calc	\$0
209	0	0	0	No Calc	\$0
210					\$1,100,919
229					\$153,059
230					\$270,700
231					\$202,164
234					\$32,937
235	0	0	0	No Calc	\$0
261	0	0	0	No Calc	\$0
262	0	0	0	No Calc	\$0
263	0	0	0	No Calc	\$0
264	0	0	0	No Calc	\$0
265	0	0	0	No Calc	\$0
266	0	0	0	No Calc	\$0
271	0	0	0	No Calc	\$0
275	0	0	0	No Calc	\$0
281	0	0	0	No Calc	\$0
282	0	0	0	No Calc	\$0
283	0	0	0	No Calc	\$0
293	0	0	0	No Calc	\$0
320	0	0	0	No Calc	\$0
321	0	0	0	No Calc	\$0
322	0	0	0	No Calc	\$0
324	0	0	0	No Calc	\$0
328	0	0	0	No Calc	\$0
331	0	0	0	No Calc	\$0
332	0	0	0	No Calc	\$0
333	0	0	0	No Calc	\$0
334	0	0	0	No Calc	\$0
336	0	0	0	No Calc	\$0
337	0	0	0	No Calc	\$0
340	0	0	0	No Calc	\$0
441	0	0	0	No Calc	\$0
442	0	0	0	No Calc	\$0
443	0	0	0	No Calc	\$0
444	0	0	0	No Calc	\$0
445	0	0	0	No Calc	\$0
448	0	0	0	No Calc	\$0
468	0	0	0	No Calc	\$0
481	0	0	0	No Calc	\$0
482	0	0	0	No Calc	\$0
483	0	0	0	No Calc	\$0
486	0	0	0	No Calc	\$0
487	0	0	0	No Calc	\$0

(7) Proposed Operation Numbers	(8) Proposed Annual FHP Volume	(9) Proposed Annual TPH or NATPH Volume	(10) Proposed Annual Workhours	(11) Proposed Productivity (TPH or NATPH)	(12) Proposed Annual Workhour Costs
137					\$292,824
138					\$809,641
139					\$339,545
150					\$124,612
160					\$568
169					\$1,067,165
170					\$61,311
175					\$181
180					\$650,290
181					\$71
185					\$32,925
208					\$372,020
209					\$82,036
210					\$1,289,095
229					\$1,603,683
230					\$1,272,415
231					\$1,047,106
234					\$197,522
235					\$186,524
261					\$12
262					\$182
263					\$13,648
264					\$721
265					\$26,163
266					\$9,233
271					\$411,759
275					\$0
481					\$1,325,610
481dup					\$0
483					\$178,104
293					\$0
320					\$699
321					\$1,808,105
322					\$17,946
324					\$236,306
328					\$28,978
331					\$216,402
332					\$29,906
333					\$828,029
334					\$81,243
336					\$1,235,917
337					\$14,917
340					\$0
331dup					\$0
332dup					\$0
333dup					\$0
334dup					\$0
334dup					\$0
333dup					\$0
468					\$0
481dup					\$0
482					\$386
483dup					\$0
486					\$72,133
487					\$17,575

(1) Proposed Operation Numbers	(2) Proposed Annual FHP Volume	(3) Proposed Annual TPH or NATPH Volume	(4) Proposed Annual Workhours	(5) Proposed Productivity (TPH or NATPH)	(6) Proposed Annual Workhour Costs
488					\$0
489					\$0
554					\$0
560					\$0
561					\$0
562					\$0
563					\$0
565					\$0
585					\$141,962
586					\$0
607					\$0
612					\$0
618					\$0
619					\$0
620					\$0
630					\$0
776					\$0
798					\$0
811					\$0
812					\$0
813					\$0
814					\$0
815					\$0
816					\$0
817					\$0
891					\$0
892					\$0
893					\$0
894					\$0
895					\$0
896					\$0
897					\$0
898					\$0
918					\$0
919					\$0
938					\$0
939					\$0
018					\$44,359
212					\$183,428
232					\$130,289
233					\$120,472
549					\$69,726
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	
			0	No Calc	

(7) Proposed Operation Numbers	(8) Proposed Annual FHP Volume	(9) Proposed Annual TPH or NATPH Volume	(10) Proposed Annual Workhours	(11) Proposed Productivity (TPH or NATPH)	(12) Proposed Annual Workhour Costs
488					\$6,588
489					\$13,948
554					\$585,212
560					\$2,042
561					\$145
562					\$2,217
563					\$8,825
565					\$505,441
585					\$593,377
586					\$365
607					\$59,681
612					\$67,586
618					\$949,921
619					\$2,003,815
620					\$2,873
630					\$2,207
776					\$16,230
798					\$66,836
141					\$709
142					\$0
143					\$6,412
144					\$37
144dup					\$0
146					\$2,176
146dup					\$0
891					\$246,156
892					\$272,045
893					\$1,683,692
894					\$456,366
895					\$144,648
896					\$623,264
897					\$91,835
898					\$0
918					\$4,459,905
919					\$4,164,488
938					\$0
939					\$5,089
018					\$425
212					\$54,591
232					\$414,044
233					\$101,001
549					\$1,267
003					\$7
051					\$0
088					\$0
121					\$112
124					\$112,405
126					\$20,076
140					\$46,266
143dup					\$0
144dup					\$0
146dup					\$0
147					\$25
168					\$351,912
178					\$0

Other Workhour Move Analysis

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

Gaining Facility: Oklahoma City P&DC

Date Range of Data: 07/01/10 to 06/30/11

Current Other Craft Workhours

Losing Facility					Gaining Facility				
Current MODS Operation Number	Percent Moved to Gaining (%)	Reduction Due to EoS (%)	Current Annual Workhours	Current Annual Workhour Cost (\$)	Current MODS Operation Number	Percent Moved to Losing (%)	Reduction Due to EoS (%)	Current Annual Workhours	Current Annual Workhour Cost (\$)
515	0.0%	100.0%		\$3,351	515				\$2,065
551	0.0%	100.0%		\$0	551				\$0
581	0.0%	100.0%		\$370,128	581				\$586,562
582	0.0%	100.0%		\$229,098	582				\$175,992
592	0.0%	100.0%		\$300	592				\$0
616	0.0%	100.0%		\$2,893	616				\$6,173
617	0.0%	100.0%		\$60	617				\$0
624	0.0%	100.0%		\$11,188	624				\$19,964
634	0.0%	100.0%		\$119	634				\$1,206
653	0.0%	100.0%		\$1,689	653				\$0
665	0.0%	100.0%		\$80,892	665				\$77,741
666	0.0%	100.0%		\$66,751	666				\$79,848
668	0.0%	100.0%		\$102,814	668				\$60,865
679	46.0%	54.0%		\$180,879	679				\$61,542
680	0.0%	100.0%		\$108	680				\$889,433
691	0.0%	100.0%		\$30,358	691				\$1,708
745	7.0%	93.0%		\$703,258	745				\$12,148
747	0.0%	4.8%		\$1,357,837	747				\$1,961,702
749	0.0%	100.0%		\$6	749				\$0
750	32.2%	67.8%		\$5,155,506	750				\$6,847,576
751	0.0%	100.0%		\$74,217	751				\$167
752	0.0%	100.0%		\$81,993	752				\$29,811
753	0.0%	32.9%		\$1,519,483	753				\$1,584,382
765	0.0%	100.0%		\$1,520,266	765				\$0
766	0.0%	100.0%		\$77,122	766				\$0
					754				\$230

Proposed Other Craft Workhours

Losing Facility			Gaining Facility		
Proposed MODS Operation Number	Proposed Annual Workhours	Proposed Annual Workhour Cost (\$)	Proposed MODS Operation Number	Proposed Annual Workhours	Proposed Annual Workhour Cost (\$)
515		\$0	515		\$2,065
551		\$0	551		\$0
581		\$0	581		\$586,562
582		\$0	582		\$175,992
592		\$0	592		\$0
616		\$0	616		\$6,173
617		\$0	617		\$0
624		\$0	624		\$19,964
634		\$0	634		\$1,206
653		\$0	653		\$0
665		\$0	665		\$77,741
666		\$0	666		\$79,848
668		\$0	668		\$60,865
679		\$0	679		\$139,933
680		\$0	680		\$889,433
691		\$0	691		\$1,708
745		\$0	745		\$62,977
747		\$1,292,246	747		\$1,961,702
749		\$0	749		\$0
750		\$0	750		\$8,412,962
751		\$0	751		\$167
752		\$0	752		\$29,811
753		\$1,020,212	753		\$1,584,382
765		\$0	765		\$0
766		\$0	766		\$0
			754		\$230

rev 06/17/2008

Staffing - Management

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

Data Extraction Date: 09/27/11

Finance Number: 398350

Management Positions						
Line	(1) Position Title	(2) Level	(3) Current Auth Staffing	(4) Current On-Rolls	(5) Proposed Staffing	(6) Difference
1	PLANT MANAGER (3)	PCES-01	1	1	0	-1
2	MGR MAINTENANCE	EAS-24	1	0	0	0
3	MGR IN-PLANT SUPPORT	EAS-23	1	1	0	-1
4	MGR DISTRIBUTION OPERATIONS	EAS-22	1	1	0	-1
5	MGR MAINTENANCE OPERATIONS	EAS-21	2	2	0	-2
6	OPERATIONS INDUSTRIAL ENGINEER (FI	EAS-21	2	2	0	-2
7	MGR DISTRIBUTION OPERATIONS	EAS-20	2	2	0	-2
8	OPERATIONS SUPPORT SPECIALIST	EAS-20	1	1	0	-1
9	MGR MAINTENANCE OPERATIONS SUPPT	EAS-19	1	1	0	-1
10	OPERATIONS SUPPORT SPECIALIST	EAS-18	1	1	0	-1
11	OPERATIONS SUPPORT SPECIALIST	EAS-17	2	1	0	-1
12	SUPV DISTRIBUTION OPERATIONS	EAS-17	17	13	2	-11
13	SUPV MAINTENANCE OPERATIONS	EAS-17	7	5	1	-4
14	SUPV TRANSPORTATION OPERATIONS	EAS-17	1	1	0	-1
15	NETWORKS SPECIALIST	EAS-16	1	1	0	-1
16	SECRETARY (FLD)	EAS-12	1	1	0	-1
17						
18						
19						
20						
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78					
79					
	Totals		42	34	3
					(31)

Retirement Eligibles: 11

Position Loss: 31

Management Positions						
Line	(12) Position Title	(13) Level	(14) Current Auth Staffing	(15) Current On-Rolls	(16) Proposed Staffing	(17) Difference
1	SR PLANT MANAGER (2)	PCES-01	1	1	1	0
2	MGR IN-PLANT SUPPORT	EAS-25	1	0	1	1
3	MGR DISTRIBUTION OPERATIONS	EAS-24	1	1	1	0
4	MGR MAINTENANCE (LEAD)	EAS-24	1	1	1	0
5	MGR DISTRIBUTION OPERATIONS	EAS-22	1	1	1	0
6	OPERATIONS INDUSTRIAL ENGINEER (FI	EAS-22	1	0	1	1
7	MGR MAINTENANCE OPERATIONS	EAS-21	2	1	2	1
8	OPERATIONS INDUSTRIAL ENGINEER (FI	EAS-21	2	1	2	1
9	MGR DISTRIBUTION OPERATIONS	EAS-20	2	1	1	0
10	MGR MAINT ENGINEERING SUPPORT	EAS-20	1	1	1	0
11	MGR TRANSPORTATION/NETWORKS	EAS-20	1	1	1	0
12	OPERATIONS SUPPORT SPECIALIST	EAS-20	1	0	1	1
13	MAINTENANCE ENGINEERING SPECIALIST	EAS-19	1	1	1	0
14	MGR DISTRIBUTION OPERATIONS	EAS-19	1	1	1	0
15	MGR FIELD MAINT OPRNS (LEAD)	EAS-19	1	1	1	0
16	MGR MAINTENANCE OPERATIONS SUPPT	EAS-19	1	1	1	0
17	NETWORKS SPECIALIST	EAS-18	1	1	1	0
18	OPERATIONS SUPPORT SPECIALIST	EAS-18	1	1	1	0
19	OPERATIONS SUPPORT SPECIALIST	EAS-17	3	3	3	0
20	SUPV DISTRIBUTION OPERATIONS	EAS-17	19	18	29	11
21	SUPV MAINTENANCE OPERATIONS	EAS-17	8	7	9	2
22	NETWORKS SPECIALIST	EAS-16	1	1	2	1
23	SECRETARY (FLD)	EAS-12	1	0	1	1
24						
25						
26						
27						
28						
29						
30						
31						
32						
33						
34						

47					
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73					
74					
75					
76					
77					
78					
79					
	Total	53	44	64	20

Retirement Eligibles: 0

Position Loss: **(20)**

Total PCES/EAS Position Loss: 11 (This number carried forward to the *Executive Summary*)

rev 11/05/2008

Staffing - Craft

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

Finance Number: 398350

Data Extraction Date: 09/19/11

Craft Positions	(1) Casuals/PSEs On-Rolls	(2) Part Time On-Rolls	(3) Full Time On-Rolls	(4) Total On-Rolls	(5) Total Proposed	(6) Difference
Function 1 - Clerk	43	0	227	270	9	(261)
Function 4 - Clerk	0	0	0			
Function 1 - Mail Handler	12	15	105	132	27	(105)
Function 4 - Mail Handler	0	0	0			
Function 1 & 4 Sub-Total	55	15	332	402	36	(366)
Function 3A - Vehicle Service	2	0	18	20	0	(20)
Function 3B - Maintenance	5	0	106	111	31	(80)
Functions 67-69 - Lmtd/Rehab/WC		0	0			
Other Functions	0	0	5	5	0	(5)
Total	62	15	461	538	67	(471)

Retirement Eligibles: 150

Gaining Facility: Oklahoma City P&DC

Finance Number: 396139

Data Extraction Date: 09/19/11

Craft Positions	(7) Casuals/PSEs On-Rolls	(8) Part Time On-Rolls	(9) Full Time On-Rolls	(10) Total On-Rolls	(11) Total Proposed	(12) Difference
Function 1 - Clerk	50	0	257	307	456	149
Function 1 - Mail Handler	24	3	132	159	266	107
Function 1 Sub-Total	74	3	389	466	722	256
Function 3A - Vehicle Service	0	0	0		0	0
Function 3B - Maintenance	4	0	151	155	224	69
Functions 67-69 - Lmtd/Rehab/WC		0	4	4	4	0
Other Functions	1	0	5	6	7	1
Total	79	3	549	631	957	326

Retirement Eligibles: 165

Total Craft Position Loss: 145 (This number carried forward to the *Executive Summary*)

(13) Notes: Proposed Maint Authorized staffing for OKC = 225. 1 FTE in McAlester study, rest in this study.

rev 11/05/2008

Maintenance

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

Gaining Facility: Oklahoma City P&DC

Date Range of Data: Jul-01-2010 : Jun-30-2011

	(1) Current Cost	(2) Proposed Cost	(3) Difference
Workhour Activity			
LDC 36 Mail Processing Equipment	\$ 5,311,715	\$ 0	\$ (5,311,715)
LDC 37 Building Equipment	\$ 1,519,483	\$ 1,020,212	\$ (499,271)
LDC 38 Building Services <i>(Custodial Cleaning)</i>	\$ 1,357,843	\$ 1,292,246	\$ (65,598)
LDC 39 Maintenance Operations Support	\$ 717,567	\$ 0	\$ (717,567)
LDC 93 Maintenance Training	\$ 186,519	\$ 0	\$ (186,519)
Workhour Cost Subtotal	\$ 9,093,127	\$ 2,312,457	\$ (6,780,669)
Other Related Maintenance & Facility Costs			
Total Maintenance Parts, Supplies & Facility Utilities	\$ 1,529,312	\$ 236,012	\$ (1,293,301)
Adjustments <i>(from "Other Curr vs Prop" tab)</i>	\$ 0	\$ 0	\$ 0
Grand Total	\$ 10,622,439	\$ 2,548,469	\$ (8,073,970)

	(4) Current Cost	(5) Proposed Cost	(6) Difference
Workhour Activity			
LDC 36 Mail Processing Equipment	\$ 6,877,554	\$ 8,442,940	\$ 1,565,386
LDC 37 Building Equipment	\$ 1,584,612	\$ 1,584,612	\$ 0
LDC 38 Building Services <i>(Custodial Cleaning)</i>	\$ 1,961,702	\$ 1,961,702	\$ 0
LDC 39 Maintenance Operations Support	\$ 928,923	\$ 979,752	\$ 50,829
LDC 93 Maintenance Training	\$ 155,096	\$ 336,384	\$ 181,288
Workhour Cost Subtotal	\$ 11,507,887	\$ 13,305,390	\$ 1,797,504
Other Related Maintenance & Facility Costs			
Total Maintenance Parts, Supplies & Facility Utilities	\$ 2,192,522	\$ 2,693,110	\$ 500,588
Adjustments <i>(from "Other Curr vs Prop" tab)</i>	\$ 0	\$ 0	\$ 0
Grand Total	\$ 13,700,409	\$ 15,998,500	\$ 2,298,091

Annual Maintenance Savings: **\$5,775,878** (This number carried forward to the Executive Summary)

(7) Notes: Increased Maint Parts, Supplies & Facility Utilities line by 21.4% due to increased machinery + moved SPBS and LCTS inventory to Gaining Facility

Keep facility, still have to mow, custodial, BEM, Building Service, electricity, etc? Deleted MPE stock 100%, keeping 25% of Current costs, except 50% of Trash disposal

rev 04/13/2009

Transportation - PVS
Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC
Finance Number: 398350
Date Range of Data: 07/01/10 -- to -- 06/30/11

Gaining Facility: Oklahoma City P&DC
Finance Number: 396139

	(1) Current	(2) Proposed	(3) Difference
PVS Owned Equipment			
Seven Ton Trucks	1	0	1
Eleven Ton Trucks	12	0	12
Single Axle Tractors	1	0	1
Tandem Axle Tractors	1	0	1
Spotters	0	0	0
PVS Transportation			
Total Number of Schedules	19	0	19
Total Annual Mileage	346,435	0	346,435
Total Mileage Costs	\$1,036,595	\$0	\$1,036,595
PVS Leases			
Total Vehicles Leased	4	0	4
Total Lease Costs	\$6,112	\$0	\$6,112
PVS Workhour Costs			
LDC 31 (617, 679, 764)	\$180,939	\$0	\$180,939
LDC 34 (765, 766)	\$1,597,388	\$0	\$1,597,388
Adjustments (from "Other Curr vs Prop" tab)		\$0	
Total Workhour Costs	\$1,778,327	\$0	\$1,778,327

	(4) Current	(5) Proposed	(6) Difference
PVS Owned Equipment			
Seven Ton Trucks			0
Eleven Ton Trucks			0
Single Axle Tractors			0
Tandem Axle Tractors			0
Spotters			0
PVS Transportation			
Total Number of Schedules			0
Total Annual Mileage			0
Total Mileage Costs			\$0
PVS Leases			
Total Vehicles Leased			0
Total Lease Costs			\$0
PVS Workhour Costs			
LDC 31 (617, 679, 764)	\$61,542	\$139,933	(\$78,391)
LDC 34 (765, 766)	\$0	\$0	\$0
Adjustments (from "Other Curr vs Prop" tab)		\$0	
Total Workhour Costs	\$61,542	\$139,933	(\$78,391)

PVS Transportation Savings (Losing Facility): **\$2,821,034**

PVS Transportation Savings (Gaining Facility): **(\$78,391)**

Total PVS Transportation Savings: \$2,742,643 <<== (This number is summed with Total from 'Trans-HCR' and carried forward to the Executive Summary as Transportation Savings)

(7) Notes: Costs on gaining side are for moving Transportation Specialist and Transportation Clerk positions to Oklahoma City P&DC

Transportation - HCR

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

Gaining Facility: Oklahoma City P&DC

Type of Distribution to Consolidate: Orig & Dest

CET for cancellations: 23:00

CET for OGP: 23:30

Date of HCR Data File: 09/01/11

CT for Outbound Dock: 2:30

1	2	3	4	5	6	7
Route Numbers	Current Annual Mileage	Current Annual Cost	Current Cost per Mile	Proposed Annual	Proposed Annual	Proposed Cost per
740L6	124,920	\$238,579	\$1.91			
747A1	119,072	\$233,167	\$1.96			
740A1 (A)	301,808	\$513,073	\$1.70			
740A1 (B)	240,370	\$432,665	\$1.80			
(T)	85,920	\$155,594	\$1.81			
74937	190,241	\$353,875	\$1.86			
74038	163,422	\$290,686	\$1.78			
74044	40,611	\$76,888	\$1.89			
74045	45,157	\$95,792	\$2.12			
74050	79,478	\$111,600	\$1.40			
740L8	61,979	\$85,540	\$1.38			
740M6 (A)	199,391	\$430,714	\$2.16			
740M6 (B)	42,963	\$101,082	\$2.35			
730M6	128,495	\$242,351	\$1.89			
740M4 (B)	77,950	\$154,755	\$1.99			
740M4 (A)	49,244	\$98,043	\$1.99			
740M4 (C)	15,095	\$46,994	\$3.11			
74030	126,450	\$334,711	\$2.65			
74039	86,559	\$162,323	\$1.88			
74034	67,947	\$155,554	\$2.29			
74041	51,079	\$134,195	\$2.63			
74032	57,263	\$122,076	\$2.13			
74035	49,946	\$94,791	\$1.90			
74048	41,806	\$78,157	\$1.87			
740L3	46,867	\$85,579	\$1.83			
74042	53,780	\$89,089	\$1.66			
74541	62,433	\$100,209	\$1.61			
740AQ(Micahtek	7,919	\$26,350	\$3.33			
L9 (Part A)(Dal-	395,930	\$297,073	\$0.75			

8	9	10	11	12	13	14
Route Numbers	Current Annual Mileage	Current Annual Cost	Current Cost per Mile	Proposed Annual	Proposed Annual	Proposed Cost per
New(Muskogee)	0	\$0	\$0.00			
New(Durant)	0	\$0	\$0.00			
New(Stillwater)	0	\$0	\$0.00			
	0	\$0				
New(Ponca City)	0	\$0	\$0.00			
ew(Poteau/ Sallis	0	\$0	\$0.00			
(Bartlesville- upsize	0	\$0	\$0.00			
icked up by Mu	0	\$0	\$0.00			
New(Vinita)	0	\$0	\$0.00			
(BA-EA) upsize	0	\$0	\$0.00			
(Sapulpa- upsize	0	\$0	\$0.00			
ssso - Collinsville-L	0	\$0	\$0.00			
Claremore - upsize	0	\$0	\$0.00			
New(Dallas/N Tx)	0	\$0	\$0.00			
New(THS-IAS)	0	\$0	\$0.00			
New(Fayetteville)	0	\$0	\$0.00			
New(SW STC)	0	\$0	\$0.00			
New(St Louis)	0	\$0	\$0.00			

1	2	3	4	5	6	7
Route Numbers	Current Annual Mileage	Current Annual Cost	Current Cost per Mile	Proposed Annual Mileage	Proposed Annual Cost	Proposed Cost per Mile
40L9 (Part B TH	37,977	\$114,833	\$3.02			
2710(Fayettevill	232,176	\$354,734	\$1.53			
753AE(SW STC	331,144	\$598,200	\$1.81			
73012(St Louis)	247,701	\$294,699	\$1.19			
607L3(Chicago)	526,487	\$873,070	\$1.66			
541CQ(mailer W	51,659	\$2	\$0.00			
640M9(KC MO)	263,518	\$351,589	\$1.33			
730CE(Indy STC	452,130	\$345,000	\$0.76			
6 (Part A only) M	1,884,006	\$2,815,601	\$1.49			
40AS(Worldcolc	1	\$444	\$443.89			
5392(Dallas ND	1,351,571	\$2,407,958	\$1.78			
76015(Ft Worth)	197,672	\$213,407	\$1.08			
3 (Part A)(Mem	13,233,837	\$15,848,578	\$1.20			
3 (Part B)(Mem	671,071	\$623,130	\$0.93			
1L1(Houston, N H	347,395	\$328,786	\$0.95			
740M1(ABQ)	406,991	\$351,509	\$0.86			
740L7 (Denver)	485,846	\$402,552	\$0.83			
7 (Part A)San A	792,382	\$894,594	\$1.13			
72023(Little Rock	858,023	\$1,024,176	\$1.19			
680L1(Omaha)	1,626,837	\$2,535,340	\$1.56			
73011	485,883	\$583,880	\$1.20			

8	9	10	11	12	13	14
Route Numbers	Current Annual Mileage	Current Annual Cost	Current Cost per Mile	Proposed Annual Mileage	Proposed Annual Cost	Proposed Cost per Mile
New(Chicago)	0	\$0	\$0.00			
ew(Part A only) MT	0	\$0	\$0.00			
New(Dallas NDC	0	\$0	\$0.00			
New(Mem STC)	0	\$0	\$0.00			
New(OKC-TUL)	0	\$0	\$0.00			
New Tulsa Stations			\$0.00			

1	2	3	4	5	6	7
Route Numbers	Current Annual Mileage	Current Annual Cost	Current Cost per Mile	Proposed Annual Mileage	Proposed Annual Cost	Proposed Cost per Mile

8	9	10	11	12	13	14
Route Numbers	Current Annual Mileage	Current Annual Cost	Current Cost per Mile	Proposed Annual Mileage	Proposed Annual Cost	Proposed Cost per Mile

Proposed Trip Impacts	Current Losing	Moving to Gain (-)	Other Changes (+/-)	Trips from Gaining	Proposed Result
	118,045	0	0	0	118,045

Proposed Trip Impacts	Current Gaining	Moving to Lose (-)	Other Changes (+/-)	Trips from Losing	Proposed Result
	150,005	0	0	0	150,005

HCR Annual Savings (Losing Facility): **\$12,023,947**

HCR Annual Savings (Gaining Facility): **(\$17,068,526)**

Total HCR Transportation Savings: (\$5,044,580)

<<<= (This number is summed with Total from 'Trans-PVS' and carried forward to the Executive Summary as Transportation Savings)

rev 11/05/2008

Distribution Changes

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

Type of Distribution to Consolidate: Orig & Dest

Indicate each DMM labeling list affected by placing an "X" to the left of the list.

_____	DMM L001	_____	DMM L011
X	DMM L002	X	DMM L201
_____	DMM L003	_____	DMM L601
X	DMM L004	_____	DMM L602
X	DMM L005	_____	DMM L603
_____	DMM L006	_____	DMM L604
_____	DMM L007	_____	DMM L605
X	DMM L008	_____	DMM L606
_____	DMM L009	_____	DMM L607
_____	DMM L010	X	DMM L801

If revisions to DMM L005 or DMM L201 are needed, indicate proposed DMM label change below.

(2) DMM Labeling List L005 - 3-Digit ZIP Code Prefix Groups - SCF Sortation

From:		
Action Code*	Column A - 3-Digit ZIP Code Prefix Group	Column B - Label to
To:		
Action Code*	Column A - 3-Digit ZIP Code Prefix Group	Column B - Label to

*Action Codes: A=add D=delete CF=change from CT=change to

Important Note: Section 2 & 3 illustrate possible changes to DMM labeling lists. Section 2 relates to consolidation of Destination Operations. Section 3 pertains to Originating Operations. The Area Distribution Network group will submit appropriate requests for DMM changes after AMP approval.

(3) DMM Labeling List L201 - Periodicals Origin Split

Action Code*	Column A - Entry ZIP Codes	Column B - 3-Digit ZIP Code Destinations	Column C - Label to

*Action Codes: A=add D=delete CF=change from CT=change to

(4) Drop Shipments for Destination Entry Discounts - FAST Appointment Summary Report

Month	Losing/Gaining	NASS Code	Facility Name	Total Sched Appts	No-Show		Late Arrival		Open		Closed		Unsched Count
					Count	%	Count	%	Count	%	Count	%	
Jul-11	Losing Facility	740	Tulsa P&DC	425	74	17%	153	36%	0	0%	349	82%	21
Aug-11	Losing Facility	740	Tulsa P&DC	458	100	22%	137	30%	0	0%	358	78%	19
Jul-11	Gaining Facility	730	Oklahoma P&DC	678	215	32%	122	18%	0	0%	462	68%	11
Aug-11	Gaining Facility	730	Oklahoma P&DC	742	257	35%	128	17%	0	0%	483	65%	28

(5) Notes: _____

MPE Inventory

Last Saved: February 17, 2012

Lossing Facility: Tulsa P&DC

Gaining Facility: Oklahoma City P&DC

Data Extraction Date: 09/27/11

Equipment Type	(1) Current Number	(2) Proposed Number	(3) Difference
AFCS	6	0	(6)
AFCS200	0	0	0
AFSM - ALL	2	0	(2)
APPS	0	0	0
CIOSS	3	0	(3)
CSBCS	0	0	0
DBCS	20	0	(20)
DBCS-OSS	0	0	0
DIOSS	2	0	(2)
FSS	0	0	0
SPBS	2	0	(2)
UFSM	2	0	(2)
FC / MICRO MARK	0	0	0
ROBOT GANTRY	0	0	0
HSTS / HSUS	0	0	0
LCTS / LCUS	2	0	(2)
LIPS	0	0	0
MPBCS-OSS	0	0	0
TABBER	0	0	0
PIV	0	0	0
LCREM	1	0	(1)

40

0

Equipment Type	(4) Current Number	(5) Proposed Number	(6) Difference	(7) Equipment Change	(8) Relocation Costs
AFCS	6	7	1	(5)	\$39,090
AFCS200	0	0	0	0	
AFSM - ALL	4	6	2	0	\$125,314
APPS	1	1	0	0	
CIOSS	2	2	0	(3)	
CSBCS	0	0	0	0	
DBCS	30	30	0	(20)	\$302,157
DBCS-OSS	0	0	0	0	
DIOSS	4	10	6	4	\$16,120
FSS	0	0	0	0	
SPBS	0	2	2	0	\$246,180
UFSM	0	0	0	(2)	
FC / MICRO MARK	0	0	0	0	
ROBOT GANTRY	0	0	0	0	
HSTS / HSUS	0	0	0	0	
LCTS / LCUS	4	4	0	(2)	\$150,000
LIPS	0	0	0	0	
MPBCS-OSS	0	0	0	0	
TABBER	0	0	0	0	
PIV	0	0	0	0	\$200,000
LCREM	1	1	0	(1)	

52

63

Mail Processing Equipment Relocation Costs from Losing to Gaining Facility: \$1,078,861 (This number is carried forward to *Space Evaluation and Other Costs*)

(9) Notes: In PIV, \$5K ea for 15 MTE to convert + moving the PIT equipment and estimate for SASWYB and Unsleevers. DBCS includes 2 moves, Phase I to some other site and replacements Phase III-VII to OKC; move 2 CIOSS plus bring six float to replace Phase I. Though not in workbook, LCTS will be needed for new dispatches, not enough current space on LCTS as OKC dispatch is already consolidated letter/flat/FCM/StdA dispatch.

rev 03/04/2008

Customer Service Issues

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

5-Digit ZIP Code: 74141

Data Extraction Date: 09/27/11

1. Collection Points

Number picked up before 1 p.m.
 Number picked up between 1-5 p.m.
 Number picked up after 5 p.m.
 Total Number of Collection Points

3-Digit ZIP Code: 740		3-Digit ZIP Code: 741		3-Digit ZIP Code: 743		3-Digit ZIP Code: 749	
Current		Current		Current		Current	
Mon. - Fri.	Sat.	Mon. - Fri.	Sat.	Mon. - Fri.	Sat.	Mon. - Fri.	Sat.
18	149	0	31	3	54	5	72
268	111	368	64	84	26	86	18
0	0	9	3	0	0	0	0
286	260	377	98	87	80	91	90

2. How many collection boxes are designated for "local delivery"?

3. How many "local delivery" boxes will be removed as a result of AMP?

4. Delivery Performance Report

% Carriers returning before 5 p.m.

Quarter/FY	Percent
QTR_3_FY11	81.5%
QTR_3_FY11	76.3%
QTR_3_FY11	78.2%
QTR_3_FY11	78.7%

5. Retail Unit Inside Losing Facility (Window Service Times)

	Current		Proposed	
	Start	End	Start	End
Monday				
Tuesday				
Wednesday				
Thursday				
Friday				
Saturday				

6. Business (Bulk) Mail Acceptance Hours

	Current		Proposed	
	Start	End	Start	End
Monday	9:00	5:00	9:00	5:00
Tuesday	9:00	5:00	9:00	5:00
Wednesday	9:00	5:00	9:00	5:00
Thursday	9:00	5:00	9:00	5:00
Friday	9:00	5:00	9:00	5:00
Saturday	CLOSED	CLOSED	CLOSED	CLOSED

7. Can customers obtain a local postmark in accordance with applicable policies in the *Postal Operations Manual*?

YES

8. Notes:

Gaining Facility: Oklahoma City P&DC

9. What postmark will be printed on collection mail?

Line 1 OKLAHOMA CITY OK 731

Line 2 _____

rev 6/18/2008

Space Evaluation and Other Costs

Last Saved: February 17, 2012

Losing Facility: Tulsa P&DC

Space Evaluation

1. Affected Facility

Facility Name: Tulsa Processing and Distribution Center
Street Address: 2132 S 91st East Ave
City, State ZIP: Tulsa, OK 74141-9997

2. Lease Information. (If not leased skip to 3 below.)

Enter annual lease cost: USPS owned facility
Enter lease expiration date: n/a
Enter lease options/terms: n/a

3. Current Square Footage

Enter the total interior square footage of the facility: 353,351
Enter gained square footage expected with the AMP: Unknown, depends on disposition of TMS, etc.

4. Planned use for acquired space from approved AMP

This facility will be open after mail processing operations have been removed and other processes have been relocated. Portions of the facility, including the BMEU, NorthDock and North part of workroom floor will be utilized as a transfer hub for Tulsa City Stations, remaining dispatches to SCF 740 offices (level 20s and below), and SCF 743 office which dispatched from the Tulsa Plant.

5. Facility Costs

Enter any projected one-time facility costs: \$1,960,000
(This number shown below under One-Time Costs section.)

6. Savings Information

Space Savings (\$): _____
(This number carried forward to the *Executive Summary*)

7. Notes Facility Costs 5. are site prep for machine moves, additional battery room, Employee parking lot expansion, East Arrow drive modification, fence at Tulsa to block access to South Dock, additional restrooms/lockers; design/support/demolition/finishout; GBLs to move MPE; 15 MTE convert to PIV Employee Relocation Costs \$6000 per employee per SWA, but we believe this is only per diem

One-Time Costs

Employee Relocation Costs: \$644,398
Mail Processing Equipment Relocation Costs: \$1,078,861
(from MPE Inventory)
Facility Costs: \$1,960,000
(from above)

Total One-Time Costs: \$3,683,259
(This number carried forward to *Executive Summary*)

Remote Encoding Center Cost per 1000

Losing Facility: Tulsa P&DC

Gaining Facility: Oklahoma City P&DC