

City delivery updates



**Brian
Renfroe**

Thousands of routes have now been evaluated and adjusted using the City Delivery Route Alternative Adjustment Process (CDRAAP) 2014-2015. A total of around 58,000 routes were selected by the parties for evaluation and adjustment, with a sizeable portion of those 58,000 selected by NALC representatives.

CDRAAP has worked well so far. Our joint route adjustment processes in the past have improved with every new process, and CDRAAP is no different. As we negotiated the agreement last year, both USPS and NALC had an interest in taking what we have learned in the past and addressing the common issues that

arose. The first several months of CDRAAP have shown that we were able to accomplish this in a few areas.

We have seen far fewer issues raised over street time evaluation—which had been the largest point of contention in past joint processes. CDRAAP narrowed the considerations for street time evaluation from our previous joint processes. Both NALC and USPS team members evaluating routes report that the evaluated street time is usually apparent when looking at the average times from the randomly selected seven weeks and the jointly selected eighth week. A fair evaluation of a route is the first step toward an adjustment that results in assignments with as near eight hours' daily work as possible.

The actual adjustment process also has worked well. We have invested quite a bit in the training and development of NALC team members on the adjustment process, particularly when using Carrier Optimal Routing (COR) as a tool. Overall, our team members have the knowledge and experience to produce quality route adjustments that are in the best interest of our members, the Postal Service and the customers we serve.

I thank each and every NALC member who is serving as team member at some level of CDRAAP. It is not an easy assignment, but I continue to be impressed by and thankful for your commitment to our members.

Uniform pilots

The parties continue to have an interest in updating and improving letter carrier uniforms. The uniform control committee established in Article 26 of the National Agreement has completed a three-month cold-weather uniform pilot in four locations—Houston, Boston, Pittsburgh and

the Milwaukee/Green Bay area. In the pilot, letter carriers volunteered to wear a number of garments to provide feedback on the fabrics and functionality of each garment. The test went well. The carriers provided quality feedback on several fabrics and elements of uniform functionality that will be very useful for the committee going forward when considering possible changes.

The committee will soon begin a warm-weather pilot in several locations. The goal of this pilot will be the same as the cold-weather one earlier in the year. We will seek feedback on warm-weather fabrics from a variety of volunteer letter carriers in several locations.

Like the garments tested in the cold-weather pilot, those that will be tested this summer are in line with multiple uniform resolutions passed by the delegates of previous national conventions. These resolutions include calling for better weather protection, health-enhancing comfortable uniforms, a long-sleeve polo shirt, a navy blue polo shirt, reflective tape on work garments, sun-protective clothing and cargo-style pants and shorts.

The test will involve around 500 carriers in five markets around the country. The pilot is slated to begin in July and continue for eight weeks, concluding in September.

New scanner deployment

The Postal Service continues to deploy the new Mobile Delivery Devices (MDD) nationally. The plan is to complete deployment by the end of September. At that time, every city carrier will be using an MDD.

The feedback from the field has been overwhelmingly positive. The new devices include much-improved scanning technology that more quickly scans barcodes and drastically reduces manual entry of article numbers because barcodes couldn't be scanned. This improvement alone is good for us as letter carriers and improves visibility for our customers.

We continue to discuss future updates in functionality of the MDD. Currently, sign-on-glass technology and two-way text messaging has been deployed nationally. Future software updates will provide additional functionality to assist letter carriers on the street and to better serve our customers.

Thanks to everyone who participated in this year's NALC Food Drive. Your hard work and dedication leading up to and on the day of the food drive demonstrates what letter carriers do best—serve our communities by delivering much more than the mail.