

# Communities and Postal Workers United (CPWU)

SPRING 2022 -- *No Closures! No Cuts! No Delay of the Mail!* - [www.cpwunited.com](http://www.cpwunited.com)

## TELL CONGRESS: BLOCK DEJOY'S BAD DEAL! THE USPS CONTRACT MUST REQUIRE UNION-BUILT, ELECTRIC VEHICLES.

Trump appointed Postmaster General Louis DeJoy is at it again.

Despite our recent victory passing the Postal Service Reform Act, our work to save the USPS from the failed leadership of Louis DeJoy is not done.

The U.S. Postal Service finalized plans in February to purchase up to 148,000 mail delivery trucks from Oshkosh Defense, 90% of them powered by gasoline fueled combustion engines expected to get 8 miles per gallon.

The Wisconsin company, after signing the contract with USPS, decamped to South Carolina to build the trucks with non-union workers. That's 1,000 union jobs that their highly-skilled Oshkosh, Wisconsin workers were counting on.

Louis DeJoy's decision to sign a \$11.3 billion contract for non-union built trucks with the fuel efficiency of a Hummer is disastrously bad management, and directly defies the Biden administration objections that the multibillion-dollar contract would undercut the nation's climate goals. While electric vehicles would cost more than gas-guzzlers upfront, they save money in the long run, thanks to cheaper fuel, which doesn't spike like gas prices often do.

**The good news is we can stop Louis DeJoy.** Thanks to Rep. Gerry Connolly's new bill which prohibits the Postal Service from enacting its contract with Oshkosh Defense for the trucks, unless the fleet is made up of at least 75 percent electric vehicles. The bill already has 68 co-sponsors in the U.S. House. It's time to get every member of Congress in the House and Senate on board and pass the bill before a single vehicle rolls off the assembly line.

It's not too late to stop this catastrophically bad contract from moving forward in its current form and it couldn't come at a more important time for our nation and the fight against climate change.

Transportation is the largest single source of greenhouse gas emissions in the United States. Studies show frontline Black and Brown communities bear the brunt of pollution from heavy trucks with combustion engines. Mail carriers who drive postal trucks are particularly affected from vehicle idling, which releases high levels of air pollution, to the local community and the mail carriers' lungs.

**Signing up for another 20-30 years of this toxic pollution is madness.**

President Biden has set a goal of converting all federal cars and trucks to clean power, and Postal Service vehicles make up a third of the government's fleet already. As the Environmental Protection Agency's Vicki Arroyo said in a letter to USPS:

"The Postal Service's proposal as currently crafted represents a crucial lost opportunity to more rapidly reduce the carbon footprint of one of the largest government fleets in the world."

The time for action is now.

**Tell Congress:  
Block DeJoy's Bad Deal!  
The USPS contract must require  
at least 75% electric trucks.**  
(scan, sign, share) →



Or click, sign, share  
<https://tinyurl.com/BlockDeJoy>



Denver postal workers and allies protest visit of Postmaster General Louis

## DENVER AREA POSTAL WORKERS PROTEST AS POSTMASTER LOUIS DEJOY VISITS MILE HIGH CITY

DENVER (CBS4) Mar 16, 2022

More than a dozen workers from various post offices in the Denver metro area protested Wednesday as U.S. Postmaster General Louis DeJoy visited the Mile High City to speak with area supervisors. A post office spokesperson says DeJoy gave a progress report on his 10-year plan, a set of goals proposed last year that has been largely opposed by local union postal employees.

The union mail carriers and handlers protesting Wednesday want DeJoy to resign, saying his policies hurt workers and customers alike.

His visit comes just a few weeks after CBS4 Investigates exposed allegations of mistreatment and mismanagement in two area post offices. Workers tell CBS4 since the story ran, there have been several corporate managers visiting those post offices to assess issues there.

"The working conditions are not good, the new employees work so many hours, and work so hard, that a lot of them just quit," said protester Steve Brown, who has worked for the post office for over 40 years.

Postal workers believe systemic changes need to happen from the top down to remedy problems they are seeing on a regular basis.

"Mr. DeJoy, I certainly hope that you are listening because you are hurting families. All of us are hurting, and this is not okay," said Lucinda Wedgeworth, a mail carrier who's worked for the post office for six years. "We have great relationships with our clients, with our customers, and it's really frustrating to come into work and spend time in a hostile work environment, where we're followed, where we're belittled, where we're talked down to."

DeJoy spoke to more than 100 area managers and administrators at a hotel on Quebec Street in north Denver, postal carriers tell CBS4 he did not visit local post offices while in the Mile High City.

Wedgeworth says she's disappointed DeJoy did not take the time Wednesday to speak with union mail carriers and handlers.

(continued on next page)

**KEEP UP ON THE LATEST FIGHTBACK!**  
[cpwunited.com](http://cpwunited.com) [agrاندalliance.org](http://agrاندalliance.org)  
[apwu.org](http://apwu.org) [nalc.org](http://nalc.org) [npmhu.org](http://npmhu.org) [nrlca.org](http://nrlca.org)  
[bit.ly/SaveOurPostalService](http://bit.ly/SaveOurPostalService)

## DENVER PROTEST *(continued from page one)*

“It hurts when upper management, higher up, come here with no intention to meet with the carriers and see what our needs are, see what we’re going through on a daily basis,” Wedgeworth said.

Those protesting Wednesday said DeJoy’s 10-year plan slows delivery times and shuts down some post offices to cut spending. Those cuts come at a time when boosted e-commerce has put more demands on mail delivery.

“Postal employees are here to do the job. We just need you to make it possible to do that,” said protester Muriel Ponder, a mail handler.

Workers tell CBS4 several postal carriers from out of state have been sent to the Denver area within the last couple of weeks to help ease the strain on overworked local carriers. But Wedgeworth says more needs to be done to improve working conditions across the board.

“Any mail carrier that is out there, stay strong,” Wedgeworth said. “We are all together, standing in solidarity to fight together.”...

## TO DUMP DEJOY WE NEED NEW POSTAL GOVERNORS

Postmaster General Louis DeJoy is implementing his Ten-Year plan: slowing the mail, raising prices, cutting retail hours, closing postal facilities, outsourcing postal work, and continuing the path to privatization.

DeJoy and his disastrous Ten-Year Plan must go. Only the Postal Board of Governors (PBOG) can remove him and we may soon have enough votes, now that President Biden has moved to fill all the PBOG seats, nominating Dan Tangherlini (Democrat) and Derek Kan (Republican).

The Senate Homeland Security and Government Affairs Committee is scheduled to hold a hearing on March 31<sup>st</sup>, hopefully asking the hard questions of these nominees - do they support DeJoy and his Ten-Year Plan? Do they oppose slowing the mail, raising prices, cutting retail hours and closing postal facilities, outsourcing postal work? Do they oppose the privatization of our public post offices?

Nominee Derek Kan’s track record reveals nothing to indicate he would vote to remove DeJoy, oppose his destructive ten-year plan or stop the unpopular decline to privatization.

His career at Lyft (General Manager) and Deliverr Inc (head of business operations and strategy), with their dependence on independent contractors, low wages and benefits, and anti-union history conflicts with the USPS legacy of a well-compensated, unionized postal workforce.

In addition, as Deputy Director of Trump's Office of Management and Budget (July, 2019-Jan 2021), Kan played an important role in implementing the pro-privatization "United States Postal Service: A Sustainable Path Forward" Task Force Report.

We must urge members of the Senate to reject Derek Kan and call on President Biden to nominate a different, pro-public candidate for the Postal Board of Governors.

By filling out this form you are sending a letter to your Senators (automatically identified by your zip code). You may send the letter as is or make personal additions and changes.

Click, sign, share

<https://tinyurl.com/NewGovernors>

or scan, sign, share



*Portland, Oregon DSA heads out to knock doors, with a petition to Dump DeJoy (1/23/22)*

## JOIN US AT THE LABOR NOTES CONFERENCE JUNE 17-19 IN CHICAGO

<https://labornotes.org/2022>

**Postal worker meet-ups on the 17th & 19th**

The Labor Notes Conference is the biggest gathering out there of grassroots union activists, worker center leaders, and all-around troublemakers.

Join thousands of union members, officers, and labor activists who are on the front lines in our workplaces and our communities, organizing new workers and agitating together. Meet troublemakers from across the country and around the world.

More than 100 meetings and workshops include creative organizing tactics, beating apathy, running for local union office, winning contract campaigns, understanding the economy, and reviving the strike.

## POSTAL REFORM OPENS NEW POSSIBILITIES

*(excerpted from Take On Wall Street, 3/9/22)*

The Postal Service Reform Act eliminates the pre-funding mandate for retiree health benefits, integrates postal retirees into Medicare, creates a public real-time USPS performance dashboard, and enables “non-postal services” in partnership with state and local governments – like fishing licenses and subway passes – that were previously forbidden by the 2006 Postal Accountability and Enhancement Act. The vast majority of the budget shortfall at USPS can be attributed to the pre-funding mandate, and eliminating it removes the excuse for the service cuts and price hikes that postal customers have experienced since Louis DeJoy became Postmaster General...

The postal service was founded with the nation, and from the start has been core to the democratic project, growing and changing with the nature of communication – from letters to parcel post to postal savings accounts and everything in-between. But legislation passed in 1970 and again in 2006 chipped away at this public purpose, and limited the postal service’s ability to modernize and provide new services. The unqualified success of the postal service’s packing and delivery of free rapid tests to millions of households in the U.S. is a recent example of what’s possible when we use the postal service as the public policy tool it was always intended to be.

A vision for USPS’s future should build on the postal service’s history of serving every community, no matter how remote, and its long history as a pathway to the Black middle class. It should include bringing back postal banking and other services to meet unmet needs, particularly in BIPOC and rural communities, while also generating new revenue. New services could include everything from hunting licenses to checking on seniors, adding value to bus and subway passes, providing office services and a WiFi signal in the parking lot, census outreach and verification for social security and EBT cards, and even electric vehicle charging stations and grocery delivery. ...