Mailers Hub News

January 2025 Summary *From the January 13 and 27 issues*

[January 13] ***USPS Filing #1: the Annual Compliance Report***

On December 30, the Postal Service filed its *Annual Compliance Report* for Fiscal Year 2024 (October 1, 2023, through September 30, 2024). As the USPS noted at the outset of the document, statute requires that it must file

> "… within 90 days after the end of each fiscal year (FY), a variety of data on costs, revenues, rates, and quality of service, in order to 'demonstrate that all products during such year complied with all applicable requirements' of title 39. ..."

Publicity

The first ten pages of the report essentially spin the year's results, selectively highlight elements of the agency's performance and, as would be expected, credit them all to the implementation of Postmaster General Louis DeJoy's 10-Year Plan. For example:

> "When certain patently non-controllable expense categories – namely, pension amortization expenses and the noncash adjustment to workers' compensation expenses – are factored out, the Postal Service posted a relatively small adjusted net loss in FY 2024 ($1.8 billion), only 2.2 percent of remaining operating expenses. This adjusted net loss was nearly 20 percent smaller in FY 2024 than in FY 2023. …
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> "After eight years of steadily rising work hours before the Postal Service's *Delivering for America* Plan, FY 2024 was the third straight year in which the Postal Service reduced work hours. Thanks to the efficiency opportunities that the past three years' substantial network transition activities have uncovered, the Postal Service has reduced work hours by a total of 45 million, a sharp reversal from prior trends.
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> "The financial improvement also bespeaks the continued success of the *Delivering for America* Plan's initiatives to improve transportation efficiency and reduce transportation expenses. …
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> "Actual service performance improved on a year-over-year basis in FY2022 and FY2023, with FY 2023 performance eclipsing FY 2022 results for nearly all products/categories, and some reaching 95 percent. … Maintaining our momentum on these efforts is critical to achieving the *Delivering for America* Plan's commitment to achieving service excellence for the long term."

After reading the Postal Service's exculpatory self-praise, customers and commercial ratepayers would be excused if they thought the USPS was reporting on a different year. FY 2024 wasn't a bad year, the USPS argues, but an improvement over how things would have been without *The Plan.*

Data and facts

The Postal Service provided the PRC with "underlying data appended as 76 separate folders" providing the nitty-gritty of costs and cost coverage, volume, service performance, and customer satisfaction. Helping readers seeking more top-level information, the report continued:

- **First-Class Mail.** "All products within First-Class Mail covered their attributable costs in FY 2024, with most of them contributing significantly to institutional costs. In FY 2024, overall First-Class Mail cost coverage was 241.6 percent, and the class's total contribution was $15.0 billion. …

  "Of the sixteen First-Class Mail passthroughs, three are between 85 and 100 percent, one exceeds 100 percent, and twelve are under 85 percent as of this filing. It should be emphasized that all of these passthroughs were compliant with the Commission's rules when the current rates were established by the Governors and approved by the Commission, based on the most recent available cost avoidance estimates in use at that time. Needless to say, the current cost avoidances will become the basis for any Postal Service proposals to the Governors to adjust workshare discounts until cost avoidances are next computed."
- **Marketing Mail.** "…most USPS Marketing Mail products covered their attributable costs in FY 2024. This includes Carrier Route, which in prior years did not cover its attributable costs. Only the Flats product did not. As a class, USPS Marketing Mail covered its attributable costs and contributed to institutional costs.
  Under [statute], when the Postal Service adjusts USPS Marketing Mail prices, the estimated average revenue per piece for USPS Marketing Mail sent by nonprofit mailers must equal, as nearly as practicable, 60 percent of the estimated average revenue per piece for USPS Marketing Mail sent by commercial customers. For ACR2024, the ratio was 60.9 percent.

  "Of the 66 USPS Marketing Mail passthroughs, three are exactly 100 percent, eight are between 85 and 100 percent, 24 exceed 100 percent, and 31 are under 85 percent as of this filing. It should be emphasized that all of these passthroughs were compliant with the Commission's rules when the current rates were established by the Governors and approved by the Commission, based on the most recent available cost avoidance estimates in use at that time. Needless to say, the current cost avoidances will become the basis for any Postal Service proposals to the Governors to adjust workshare discounts until cost avoidances are next computed. …"
- **Periodicals.** "… both Periodicals products failed to cover their costs in FY 2024. In-County Periodicals experienced a 13 percent increase in unit revenue and a 20 percent decrease in unit costs that resulted in an increase in its cost coverage from 56.7 percent in FY 2023 to 80.7 percent in FY 2024. …

  "Of the nineteen Outside-County Periodicals passthroughs, two exceed 100 percent, one is between 85 percent and 100 percent, and sixteen are under 85 percent, and as of this filing. Of the eleven Within-County passthroughs, two are above 100 percent, one is between 85 percent and 100 percent, and eight under 85 percent as of this filing. It should be emphasized that all of these passthroughs were compliant with the Commission's rules when the current rates were established by the Governors and approved by the Commission, based on the most recent available cost avoidance estimates in use at that time. Needless to say, the current cost avoidances will become the basis for any Postal Service proposals to the Governors to adjust workshare discounts until cost avoidances are next computed. …"

- **Package Services.** "Overall, cost coverage for Package Services is above 100 percent; it improved from 102.3 percent in FY 2023 to 115.9 percent in FY 2024.

  "Of the twelve Package Services passthroughs, four exceed 100 percent and eight are under 85 percent as of this filing. It should be emphasized that all of these passthroughs were compliant with the Commission's rules when the current rates were established by the Governors and approved by the Commission, based on the most recent available cost avoidance estimates in use at that time. Needless to say, the current cost avoidances will become the basis for any Postal Service proposals to the Governors to adjust workshare discounts until cost avoidances are next computed."

The Postal Regulatory Commission has, for some time, been pressing the Postal Service to adjust passthroughs (workshare discounts) that are either insufficient (less than 85% of avoided costs) or excessive (more than 115% of avoided costs), all with the objective that passthroughs should be as close to 100% as feasible. The PRC allows passthroughs (discounts) to be outside the desired parameters, however, if doing so is necessary to drive desirable customer behavior or to enable logical rate relationships, for example.

By contrast, the Postal Service's statements that will propose to "adjust workshare discounts" may not spring from a similar statistical objective.

As he has already demonstrated, Postmaster General Louis DeJoy is not a friend of worksharing, and prefers to have mail flow through, rather than bypassing, the USPS network. Contrary to his predecessors who understood that worksharing reduced the overall work and cost of getting mail to addressees, DeJoy wants to ensure – as mail volume drops – that his trucks are full, his plants and personnel are busy, and that there's *mail* to share (with *packages*) the costs of his "integrated network." These purposes can be served by making workshare discounts – whether presort or destination entry – less attractive, driving more mail upstream.

Therefore, though the next price change filing is still three months away, and although there's been no overt hints from the USPS, commercial mail producers and their ratepaying customers might want to pay attention to how workshare discounts are "adjusted" when the new proposed rates are announced in April.

- **Special Services.** "All Special Services covered costs in FY 2024."
- **Competitive products.** "The total Competitive group incremental cost of $23.696 billion is well below total Competitive products revenue of $33.838 billion. Therefore, based on these estimates, it is clear that Competitive products in FY 2024 were not cross-subsidized by Market Dominant products and thus were in compliance with [statute].

Service

The Postal Service resumed its spinning in the twelve-page section discussing service, reporting on all that it did in FY 2024 to continue

> "… implementing the Plan to achieve long term goals of service excellence and financial sustainability, including by continuing our efforts to build an efficient, cost-effective, and operationally precise network that enables us to meet our universal service mission and be competitive in the marketplace."

The USPS then added – saying without saying – that it had decided that service was less important than cost control:

> "…the current Postal Service network was not cost-effective or sustainable, nor capable of meeting our service target aspirations without unwarranted and unsound expenditures. In FY2024, the Postal Service therefore determined that it was critical to stop throwing good money after bad, and to push forward with further self-help efforts to improve our transportation and processing network operations and our financial condition. However, these modernization efforts temporarily impacted service performance results such that the Postal Service did not meet the aggressive FY 2024 service performance targets for most market dominant products. Several key factors in particular combined to contribute to these service performance results, including the administratively complex rollout of our processing and transportation changes across the network that were required to modernize our infrastructure; the emergency insourcing of STC operations after a major supplier unexpectantly went bankrupt and ceased operations, the effect of environmental disruptions, and the illogical dependencies of various inefficient physical distribution and sampling activities that are included in our service measurement."

Though the USPS might disagree, a careful reader can extract several points from this statement: (1) service levels of the past were the result of good operational management and investment in the necessary resources; (2) current USPS management is more driven by reducing transportation and operating costs than by service performance; (3) management has been unable to make network changes while providing reasonable service; (4) poor service scores are not the result of poor operational performance but caused by flaws in the service measurement system; and (5) once USPS management has sufficiently reduced service goals and modified service measurement to remove the effect of service failures, the Postal Service will be able to praise whatever level of service is then provided as meeting its standards while enabling "efficiency."

"A number of product categories achieved their targets, most notably the high-volume Marketing Mail Letters category, which continued to have performance that exceeded 95 percent. Overall, however, and as illustrated in the table below, only 30 percent of Market Dominant products/categories matched or beat their FY2024 targets, although performance within one additional day was much higher."

Somehow, the Postal Service is so smitten with the better service numbers it can show applying "on-time +1" that it believes no-one can see the transparent deception it's trying to pull off. *Any* measure of performance will look better if more units are added: a putt could be a birdie with only one more inch of roll; a B+ could be a A with only one more point; a kick could be good with only one more foot of height. The USPS wants customers to consider service to be on-time even when it's a day late.

For 2025, the Postal Service has already announced significantly lower performance targets (the percentage of times it will meet its published service standards), (see the December 2 issue of *Mailers Hub News*) so the agency's approach to providing its version of "high-quality service" is obvious.

Instead of setting a service goal, building the necessary infrastructure, and operating to achieve the goal, the DeJoy approach is to decide how much to spend, trim the operations and transportation networks accordingly, and lower service standards and targets to whatever level the resulting "efficient" network would be capable of achieving.

Meanwhile, the next step in the process is for the PRC to examine and analyze the 2024 *ACR* and, in turn, issue its *Annual Compliance Determination* before the end of March. As in the past, the commission will include recommendations and directives for action – which the USPS will largely ignore –and the annual exercise will be concluded.

Whether the PRC's comments will call out the Postal Service's puffery for what it is remains to be seen – but separating the facts from the hype would be appropriate.

[January 27] ***July Price Increase Moving Above 7%***

Ratepayers who enjoyed not having a semi-annual price increase in January are about to face the reality of a significant price hike in July. In addition to the rate authority available to the Postal Service based on growth of the CPI (a figure issued monthly by the Bureau of Labor Statistics), the additional rate authorities approved by the Postal Regulatory Commission in November 2020 also will apply.

A quick recap

The CPI-based ratesetting regime has been in place since 2006, and was meant to provide the Postal Service with sufficient revenue if it exercised appropriate cost management.

However, the same law also required the agency to make annual payments of between $5.4 and $5.8 billion over the following decade to prefund future retiree costs. Understandably, the extra burden quickly overwhelmed any chance for the Postal Service to operate on CPI-based income.

In 2016, examining whether the 2006 ratesetting regime was working, the PRC easily concluded it was not, primarily because it failed to enable the USPS to be financially stable. In turn, it established three new forms of rate authority – now commonly called the "adders" – to offset lost income from declining volume ("density"), to help pay the prefunding expense ("retirement"), and to increase the revenue from mail classes not covering their costs ("non-compensatory").

The USPS calculates the density and retirement adders after the end of each fiscal year, and those are reviewed and confirmed by the PRC. The timeline means the adders – which can be used only once a year – are not available in time for a January increase, but they will be for July. The retirement adder was authorized for only five years, so it will not be available after it's used in July 2025. (The non-compensatory adder is a fixed 2% and only applies to Periodicals.)

Calculating the CPI

The CPI-based rate authority available to the USPS is calculated by one of three formulae, one for a price increase occurring one year after a previous change, and another each for an increase at a greater or lesser interval. The six rate changes since January 2021 have been at a less-than-annual interval, but July 2025 will be a 12-month interval.

The annualized figure is based on a rolling twelve-month period (twelve monthly CPI figures) preceding the date of calculation. Though the Postal Service's annualized CPI-based rate authority soared from 1.092% in February 2021 to 8.058% in November 2022, it's declined steadily ever since; as of the December 2024 CPI, annualized CPI-based rate authority stood at 2.95% and has fallen an average 0.07 percentage points monthly since February 2024. That pace has slowed recently so, looking two months ahead to February, annualized CPI-based price authority could be about 2.88%.

Calculated another way, on a less than annualized basis (after ten months since the last price change), CPI-based authority was 2.425%, and month-over-month growth since February 2024 has been about 0.24%, meaning the CPI in February would be about 2.905% – roughly the same result as using the annualized calculation.

Other factors

The Postal Service does not have to use all of its rate authority in a price change filing, with the unused amount "banked" for future use. However, given Postmaster General Louis DeJoy's aggressive search for every penny of revenue, there was no "bank" left over from the April 2024 filing to add to whatever may be otherwise available in April 2025.

Though subject to confirmation by the PRC, the applicable density and retirement adders are 2.165% and 2.305%, respectively; as noted, the non-compensatory adder is 2%.

The sum of the parts points to a price increase of about 7.37% for the market-dominant classes – except for Periodicals that will face an increase of about 9.37%.

The asterisk

Any rate increases for market-dominant mail are applied at the class level, i.e., the Postal Service's rate authority is to increase revenue from *a class as a whole*. Cost coverage for component categories (e.g., carrier route flats) and discounts to alter mailer behavior are among the many additional influences shaping the prices within a class, but the total revenue derived must still stay within the Postal Service's rate authority *for the class*. Unfortunately, knowing how rates are developed doesn't make paying them any easier.

[January 27] ***The Rumor Mill: Is DeJoy Out?***

When Postmaster General Louis DeJoy spoke at the recent meeting of the Mailers Technical Advisory Committee, he gave no indication of concern about losing his job, but the buzz at the meeting, and the Washington rumor mill, seem to think that a possibility.

The process

Only the governors of the Postal Service can hire or fire a Postmaster General; notwithstanding the speculation in some media, the president cannot. That's been the situation since 1970 when the *Postal Reorganization Act* transformed the Post Office Department (which *did* have a presidentially-appointed PMG) into the Postal Service.

At present, the eleven-member Board of Governors (the nine political appointees plus the PMG and Deputy PMG) is short three appointed members, with another vacancy on the horizon. The terms of Donald Moak and William Zollars expired on December 8, 2022, and the term of Anton Hajjar expired on December 8, 2023; all had served their additional carryover year before leaving. The term of current board chairman Roman Martinez IV expired last December 8, so he is in his carryover year now.

The prior administration had submitted four names to fill the vacancies: Martin Walsh to fill the Moak vacancy, Val Demings to replace Hajjar, Gordon Hartogensis as replacement for Martinez, and William Zollars for a new term. Walsh's nomination was withdrawn before it could be considered, and the other three nominations "died" at the end of the last Congress.

Therefore, the current administration can nominate four people for the board of governors. Given that a political party can hold no more than five governor seats, the current panel's constituency would need two of the nominees to come from each side of the aisle.

Of course, once the nominations are sent to the Senate, confirmation hearings would need to be scheduled, as would a vote by the Senate, so it may be months before the vacancies are filled.

Meanwhile

The remaining six governors, three reds, two blues, and an independent, have shown no public inclination toward dismissing DeJoy, and have seldom made any comments about him or his policies that were not supportive – but other political machinations may be at work in the background.

Reportedly, while the search for a successor to then-PMG Megan Brennan was under way in 2020, Louis DeJoy – a political ally and contributor to the then- and current president – suddenly came into consideration and was quickly appointed PMG. His political connections and the directives he issued soon after taking office fueled suspicions that he was influencing postal operations to inhibit voting by mail and, in turn, sway the outcome of the election.

Four years later, however, DeJoy seems to be on the outs with the new administration, reportedly over his support for mail-in ballots during the 2024 elections and for endorsing (albeit under pressure) battery-powered vehicles as replacements for the some of the agency's Long Life delivery fleet.

The Post

An article by investigative reported Jacob Bogage that appeared in the January 19 *Washington Post* fueled speculation about DeJoy's future.

"President-elect Donald Trump's transition team is vetting candidates to replace Postmaster General Louis DeJoy even though Trump won't have direct authority to fire him, according to four people familiar with the conversations, an early signal of the incoming administration's plans to exert control over – or privatize – the nation's mail service.

"The postmaster general serves at the pleasure of the Postal Service's independent governing board, so unlike with most other federal agencies, the new president can't order the post vacated. But that panel has enough vacancies that Trump and Senate Republicans eventually may be able to stock it with loyalists to reimagine the agency at the White House's behest.

"Trump declared in December that he was 'looking at' taking the massive federal agency private, and some of the Postal Service's largest customers and vendors have begun to prepare for much of the agency's mail- and package-handling work to be outsourced to the private sector.

"DeJoy, a major Trump donor before he was hired in 2020, was selected during Trump's first administration by a postal board composed entirely of Trump appointees. …

"Trump's opinion of DeJoy has suffered since the postmaster general led the agency to successfully facilitate mail-in voting, including in the 2020 election that Trump lost, said the people, who include individuals who have spoken with industry figures the incoming administration is vetting. DeJoy also met with Trump and Vice President-elect JD Vance at Trump's Mar-a-Lago estate in December.

"Representatives from Trump's transition team did not respond to a request for comment.

"Howard Lutnick, Trump's transition co-chair and pick to lead the Commerce Department, whom *The Washington Post* has previously reported was involved in other postal policy discussions, responded 'False' to a text message seeking comment for this story.

"Representatives from the Postal Service declined to comment.

"Trump will enter the White House with broad leverage to transform the Postal Service – leverage he may need to use to push DeJoy out. The agency has four vacancies on its nine-member governing board. Among sitting members, three are Republicans, and two of those are Trump appointees. Last year's Democratic-controlled Senate never voted on President Joe Biden's four nominees, two of whom had been pending since August. …

"Trump's team is considering three finalists for the position, the people said.

"One, Robert Taub, is the vice chair of the Postal Regulatory Commission, which oversees the agency's service and rates, and a former congressional chief of staff and special assistant to the secretary of the Army. The second is Thomas Day, a member of the commission who had a three-decade career as a senior executive at the Postal Service. The third, Jim Cochrane, is the chief executive of the Package Shippers Association, a trade group that represents companies including Amazon, DHL, FedEx and EasyPost. Before that, he was a consultant and senior Postal Service executive. (Amazon founder Jeff Bezos owns *The Washington Post*.)

"Taub told *The Post* he had not been contacted by transition officials. Day declined to comment. Cochrane did not respond to requests for comment.

"Trump feuded with the nation's mail carrier as president in 2019, trying to force it to hand over key operations – including rate-setting, personnel decisions, labor relations and managing relationships with its largest clients – to the Treasury Department. His administration used its influence over the agency's finances to push certain policies and ultimately forced out DeJoy's predecessor, Megan Brennan, *The Post* has previously reported.

"Ahead of the 2020 election, Trump said the Postal Service was incapable of facilitating mail-in voting because the agency could not access emergency funding that he was blocking. The Postal Service ultimately delivered 97.9 percent of ballots from voters to election officials within three days. …

"Many Democrats called for DeJoy to resign or for the governing board to fire him when Biden took office. And while then-White House press secretary Jen Psaki said in 2021 that Biden was 'deeply troubled' by DeJoy's continued financial relationship with his former employer and took 'serious issue' with his performance, the administration did not call for him to leave office. …"

It may be prudent that no-one should expect that, even if there is disfavor with DeJoy, and even if there are names being vetted, events will move quickly; as noted, vacant governor seats need to be filled first.

Beyond that, there's no guarantee that, even if DeJoy is dismissed, his replacement won't be just another person whose qualifications are no more than political connections..

[January 27] ***USPS Opens More S&DCs***

In a January 13 *Industry Alert*, the Postal Service announced the opening of twelve new sorting and delivery centers and the addition of more delivery areas to others. The agency added that "Commercial customers should drop their flat bundles or packages for drop shipment at the S&DC serving the respective destinating ZIP Codes. The opening of the new S&DCs will not impose Post Office closures or cause customers to experience changes to the local Post Office retail and PO Box delivery services."

S&DC	Location	ZIP Codes Served
February 22, 2025 **new sites without additional** 5-Digit ZIP Code moves:		
Brentwood TN	1734 General George Patton Dr, Brentwood TN 37027	37027
Brockton MA	120 Commercial St, Brockton MA 02302	02301-02303
Denton TX	101 E McKinney St, Denton TX 76201	76201-76203, 76205, 76207-76210
Greenville (Main) SC	600 W Washington St, Greenville SC 29602	29601-29603, 29605, 29609, 29613, 29614
Paterson NJ	194 Ward St, Paterson NJ 07510	07501, 07504, 07505, 07509, 07510, 07513, 07514, 07522, 07524, 07544
Pittsburgh (Northside) PA	900 Pennsylvania Av Ste 1, Pittsburgh PA 15233	15202, 15212, 15214, 15225, 15233
Waldorf MD	110 Paul Mellon Ct. Waldorf MD 20602	20601-20603, 20695
February 22, 2025 **new sites with additional** 5-Digit ZIP Code moves:		
El Monte CA	11151 Valley Blvd, El Monte CA 91734	90660, 91731-91735
New Castle PA	435 S Cascade St, New Castle PA 16108	16051, 16052, 16057, 16101, 16102, 16105, 16107, 16108, 16112, 16116, 16156, 16159
Portsmouth NH	345 Heritage Av Unit 100, Portsmouth NH 03801	03801-08304, 03840, 03842-03844, 03856, 03857, 03862, 03870, 03874, 03885, 03902-03905, 03909
Rothschild WI	400 Creske Av, Rothschild WI 54474	54401-54403, 54455, 54474
Winston Salem NC	1500 N Patterson Av, Winston Salem NC 27105	27040, 27045, 27051, 27094, 27098, 27099, 27101, 27102, 27105, 27108, 27110, 27111, 27115, 27150, 27152, 27155, 27157, 27199
February 22, 2025 **existing** S&DC sites **with additional** 5-Digit ZIP Code moves:		
Columbus GA	3916 Milgen Rd, Columbus GA 31907	31820, 31829, 31831
Kilmer NJ	21 Kilmer Rd, Edison NJ 08899	08832, 08840, 08846, 08863
Lake Charles LA	921 Moss St, Lake Charles LA 70601	70669
Southeastern PA	1000 W Valley Rd, Southeastern PA 19399	19380, 19382
Stockton Airport CA	3131 Arch Airport Rd, Stockton CA 95213	95320, 95366
Wallingford CT	24 Research Pkwy, Wallingford CT 06492	06408, 06410, 06411, 06457, 06459
Washington Township OH	7525 Paragon Rd, Dayton OH 45459	45305, 45370
York East PA	3435 Concord Rd, York PA 17402	17361, 17370, 17554

[January 27] ***Pony Up, USPS***

The new Congress' first shot at the USPS has been fired. On January 15, Rep Sam Graves (MO 6th) introduced HR 431, the *Pony Up Act*, a measure that would require the Postal Service "to reimburse fees charged for the late payment of bills that were delayed in the mail."

Co-sponsored by Reps Emanuel Cleaver II (MO 5th), Mark Alford (MO 4th), Mike Bost (IL 12th), Mike Collins (GA 10th), Pete Stauber (MN 8th), and Tracey Mann (KS 1st), it replicates a similar bill (HR 7631) that was filed March 12, 2024, but wasn't enacted before the end of the 118th Congress.

As stated in a related press release from Graves:

> "Countless complaints have been registered by constituents whose mail hasn't arrived on time, or at all in some cases. Many of those complaints have involved late fees needing to be paid regularly due to bills being delivered late. Multiple municipal utilities have also complained that their bills aren't arriving to their customers in a timely manner. The legislation would require USPS to pay any late fees incurred on bills due to delayed delivery service.
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> "'Constituents across my district are routinely frustrated by late mail delivery and they should be – the Postal Service isn't getting the job done,' said Congressman Graves. 'Folks expect their mail to show up on time, six days a week. Instead, they are constantly faced with late deliveries and it's costing people money. If the Postal Service isn't going to get the mail out of the processing center and to the mailbox on time, then they should pony up and pay the late fee.' …
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> "The bill would enable anyone who incurred a late fee due to the late delivery of a bill to file a claim for a late fee repayment. Filing for the repayment would occur online through a portal or in person at any post office.
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> "The legislation would also require a report on delayed mail, giving Congress relevant and accurate information to identify how effective the Postal Service is and what average delays look like. …"

The release also cited repeated instances from 2022 through 2024 in which the writers contacted the Postmaster General about service issues, apparently without satisfactory results:

> "... In January 2024, Graves and Cleaver led a cohort of fellow lawmakers calling on USPS to halt price increases on stamps, following the agency's record-breaking fourth rate increase in the last eighteen months. The legislators demanded USPS address the failings of the Delivering for America Plan and turn around performance issues of the USPS in order to legitimize a price hike for consumers. …"

Another Graves' colleague representing Missouri, Sen Josh Hawley, was notably direct in criticizing the DeJoy and the Postal Service's performance during a Senate hearing last December, telling the PMG that "I hate [the 10-Year] plan and I'm going to do everything I can to kill it." Of course, political saber-rattling and real constructive legislative action are two very different things. Graves' bill was referred to the House Committee on Oversight and Government Reform, so it may be some time before we'll know if substantive action results.