



# Delivery Operations

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Joint Area Vice Presidents; Managers, Operations Support; Area Marketing Managers Meeting  
September 11, 2008

## FUNCTION 2 CLOSING THE GAP STRATEGIES

	(millions)	
	<u>Workhours</u>	<u>Dollars</u>
<b>Reduce Route Structure</b>		
Fall / Spring Adjustments	12.7	\$530
<b>Continuous Improvement</b>		
Maintain Hours per Rt	8.1	\$300
<b>Collection Standardization</b>		
Reduce Dedicated Coll Rts	0.7	\$25
<b>Function 2B</b>	<b>21.5</b>	<b>\$855</b>
<b>Rural Mail Count Annualization</b>	3.7	\$115
<b>Rural DPS at 85%</b>	1.0	\$30
<b>Function 2A</b>	<b>4.7</b>	<b>\$145</b>
<b>Total Savings</b>	<b>26.2</b>	<b>\$1,000</b>

## FUNCTION 2 FY 2009 BUDGET ALLOCATION - AREA SUMMARY

ORIGINAL FBUD		
TOTAL FUNCTION 2		
	TOTAL WORKHOURS	DOLLARS
CM	984,801	\$33,797,446
EA	1,060,117	\$37,307,009
GL	1,511,921	\$53,850,418
NY	639,435	\$23,139,836
NE	678,627	\$23,846,490
PA	1,341,420	\$49,420,381
SE	1,489,864	\$50,074,055
SW	1,287,383	\$45,585,949
WE	1,490,390	\$52,073,759
<b>TOTAL</b>	<b>10,483,993</b>	<b>\$369,095,343</b>

## Strategies/Tactics – Qtr 1 FY 2009

### ■ Continuous Improvement

#### – Drive Major Delivery Efficiency Components

##### FY 2009 CDPOM Productivity Expectations

◆ % Standard at Demonstrated Performance

◆ % Adjusted Street Base at 98%

◆ DPS at 90%

#### – Eliminate Two Costly Paradigms

◆ Fall Mailing Season (Sep thru Nov) Opportunity

◆ December (Christmas) Opportunity

**Result - Maintain Current Hours per Route Performance  
in Qtr 1 - \$300 million**



# Standardized, Proactive Scheduling/Staffing Tool has Helped to Drive Continuous Improvement In Delivery Efficiency

## CDPOM Productivity Expectations:

	Office	100% Standard
FY 2007 Qtr 3 . . .	Street	100% Street Base
	Office	90% Standard
FY 2009 Qtr 1 . . .	DPS %	85%
	Street	98% Street Base
	Office	97% Standard
FY 2008 Qtr 1 . . .	DPS %	90%
	Street	100% Street Base

■ 90% Standard – Current Nat'l Demonstrated Performance in DOIS

– Aligns CDPOM with DOIS Daily Projections

FY 2008 Qtr 4 . . . Street 98% Street Base

■ 90% DPS – FY 2009 Budget Target

– 4 of 9 Areas Currently Achieving

Office 90% Standard

■ 98% Adjusted Street Base – 5 Areas Achieving in Qtr 4

Street 98% Street Base  
DPS % 90%



# Area Distribution Based Week 48 CDPOM Efficiency at Current Performance On Current Expectations

# Area Distribution Based Current Performance Expectations On Revised Expectations

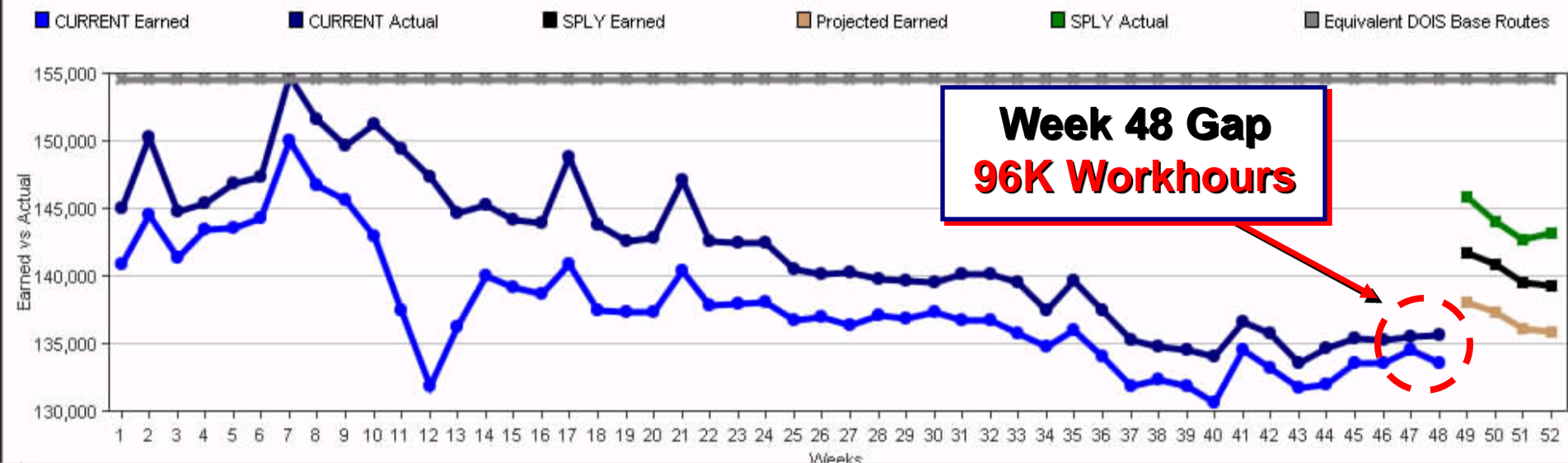
## CITY DELIVERY PIVOTING OPPORTUNITY MODEL - EARNED VS ACTUAL ASSIGNMENTS

Area: **4Z - NATIONAL** Cluster: [ ] MPOO: [ ] Unit: [ ]

Earned vs Actual | Work Hours | Employee Utilization... | Cased Letters | Cased Flats

### Pivoting Opportunity Performance/Plan

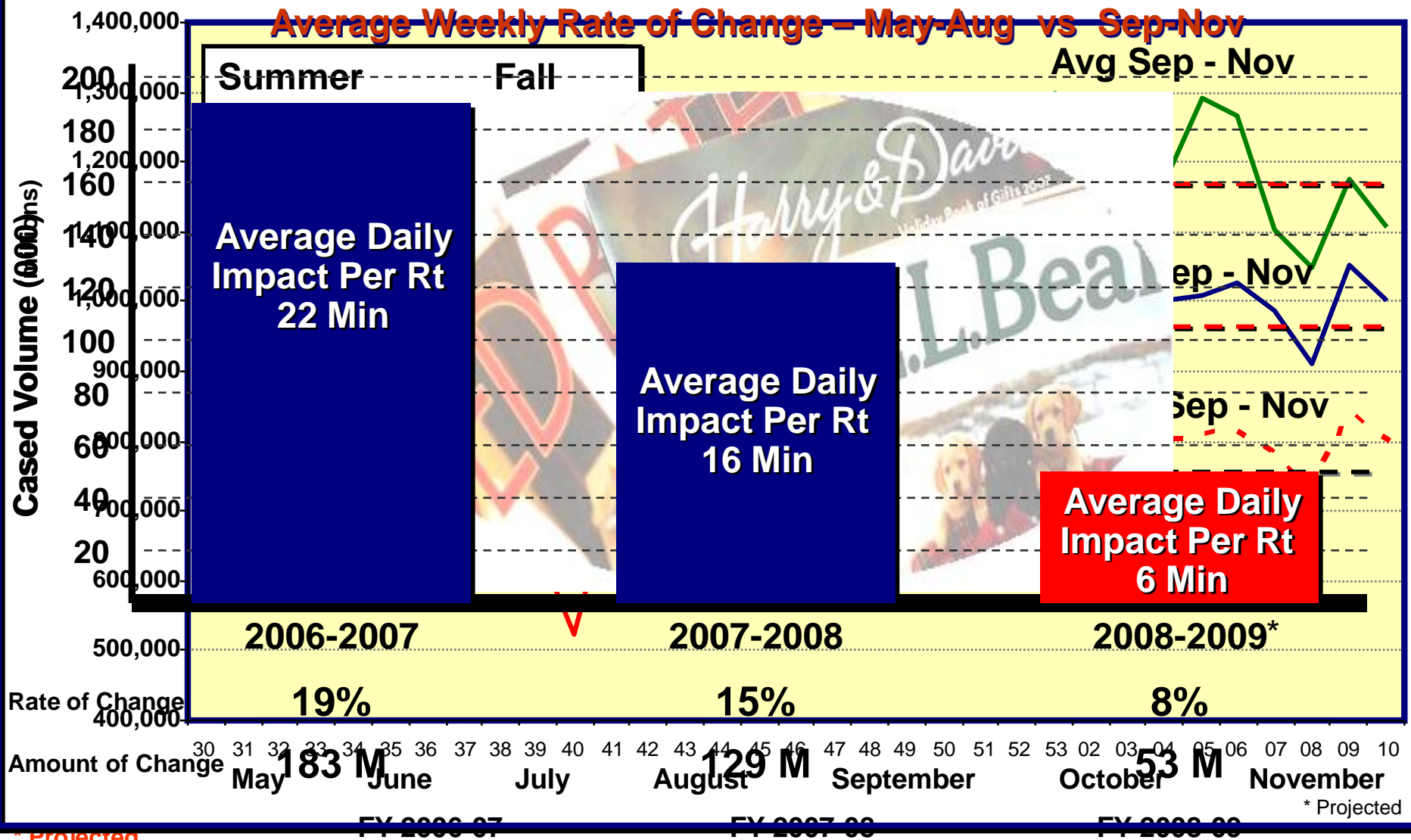
FY	Week:	41	42	43	44	45	46	47	48	49	50
2007	SPLY Earned Assgn									141790.63	140956.66
2007	SPLY Actual Assgn									145886.70	144135.64
2008	Projected Earned Assgn									138141.63	137351.32
2008	Current Earned Assgn	34539.81	133207.63	131775.21	132059.48	133573.81	133637.39	134536.17	133584.79		
2008	Current Actual Assgn	36667.02	135839.08	133548.96	134721.56	135395.33	135344.03	135497.64	135728.76		



# Fall Mailing Season Impact on Average Cased Volumes

## IMPACT OF FALL MAILING SEASON

**Average Weekly Rate of Change – May-Aug vs Sep-Nov**



\* Projected

\* Projected

## Result: Maintain Current Route Coverage in Qtr 1

Area	2007 SEP-NOV HRS per ROUTE				Avg 2007 vs Current		SAVINGS POTENTIAL	
	Current Routes	Sep 07 Hrs per Rt	Oct 07 Hrs per Rt	Nov 07 Hrs per Rt	Total Sep-Nov 07 Hrs per Route	Current Hrs per Route (Aug 08)	Savings if Current Hrs per Route Performance is Maintained	Savings if Hrs per Route are Managed to <b>8.00</b>
NY METRO	15,707	8.41	8.54	8.84	8.60	7.88	831,935	692,456
NORTHEAST	13,261	8.22	8.34	8.59	8.44	7.74	690,317	435,176
EASTERN	19,863	7.98	8.12	8.37	8.15	7.62	785,142	226,595
WESTERN	23,972	8.08	8.27	8.44	8.26	7.65	1,084,262	463,387
PACIFIC	24,259	8.41	8.57	8.76	8.58	7.95	1,129,001	1,039,243
SOUTHWEST	15,347	8.31	8.48	8.64	8.47	7.91	641,278	539,067
SOUTHEAST	17,352	7.70	8.27	8.50	8.15	7.70	573,941	188,726
GREAT LAKES	21,536	8.05	8.17	8.38	8.20	7.67	842,578	316,669
CAP METRO	11,420	8.22	8.36	8.65	8.41	7.74	566,033	346,313
<b>National</b>	<b>162,717</b>	<b>8.16</b>	<b>8.34</b>	<b>8.56</b>	<b>8.35</b>	<b>7.74</b>	<b>7,144,487</b>	<b>4,247,631</b>
<b>POTENTIAL SEP-NOV SAVINGS</b>							<b>\$264 million</b>	<b>\$157.2 million</b>





**Tactic: Maintain Current Route Coverage in Qtr 1 (LDC 23/27)**

Area	2007 SEP-NOV HRS per ROUTE				Avg 2007 vs Current		SAVINGS
	Current Routes	Sep 07 Hrs per Rt	Oct 07 Hrs per Rt	Nov 07 Hrs per Rt	Total Sep-Nov 07 Hrs per Route	Current Hrs per Route (Aug 08)	Savings if Current Hrs per Route Performance is Maintained
NY METRO	15,707	0.98	1.00	1.06	1.01	0.91	120,716
NORTHEAST	13,261	0.47	0.49	0.50	0.49	0.42	66,027
EASTERN	19,863	0.27	0.28	0.29	0.28	0.26	27,389
WESTERN	23,972	0.18	0.19	0.19	0.18	0.17	26,459
PACIFIC	24,259	0.28	0.29	0.28	0.28	0.27	25,757
SOUTHWEST	15,347	0.16	0.18	0.18	0.17	0.16	14,367
SOUTHEAST	17,352	0.13	0.13	0.14	0.13	0.13	3,617
GREAT LAKES	21,536	0.26	0.26	0.26	0.26	0.24	34,335
CAPITAL METRO	11,420	0.33	0.34	0.36	0.34	0.33	11,675
<b>National</b>	<b>162,717</b>	<b>0.32</b>	<b>0.33</b>	<b>0.34</b>	<b>0.33</b>	<b>0.30</b>	<b>330,341</b>
<b>POTENTIAL SEP-NOV SAVINGS</b>							<b>\$12,222,602</b>

\* Based on 74 delivery days

## Tactic: Manage to Actual Workload During December

Area	December 2007		Current	SAVINGS POTENTIAL		
	Current Routes	December 2007	Hours per Route (Aug 08)	Savings if Current Hrs per Route Performance is Maintained	Savings if Hrs per Route are Managed to <b>8.00</b>	
NY METRO	15,707	8.50	<b>7.88</b>	222,276	178,925	
NORTHEAST	13,261	8.63	<b>7.74</b>	270,644	191,343	
EASTERN	19,863	8.16	<b>7.62</b>	248,034	74,431	
WESTERN	23,972	8.48	<b>7.65</b>	455,634	262,659	
PACIFIC	24,259	8.60	<b>7.95</b>	364,096	336,199	
SOUTHWEST	15,347	8.52	<b>7.91</b>	215,130	183,362	
SOUTHEAST	17,352	8.24	<b>7.70</b>	213,927	94,199	
GREAT LAKES	21,536	8.41	<b>7.67</b>	364,291	200,833	
CAP METRO	11,420	8.46	<b>7.74</b>	189,863	121,571	
<b>National</b>	<b>162,717</b>	<b>8.44</b>	<b>7.74</b>	<b>2,543,895</b>	<b>1,643,521</b>	
				<b>POTENTIAL DECEMBER SAVINGS</b>	<b>\$94.1 million</b>	<b>\$60.8 million</b>



## Tactic: Manage to Actual Workload During Dec (LDC 23/27)

Area	December 2007		Current	SAVINGS POTENTIAL
	Current Routes	December 2007	Hours per Route (Aug 08)	Savings if Current Hrs per Route Performance is Maintained
NY METRO	15,707	1.35	<b>0.91</b>	<b>157,323</b>
NORTHEAST	13,261	0.70	<b>0.42</b>	<b>84,016</b>
EASTERN	19,863	0.36	<b>0.26</b>	<b>46,810</b>
WESTERN	23,972	0.25	<b>0.17</b>	<b>45,911</b>
PACIFIC	24,259	0.32	<b>0.27</b>	<b>25,428</b>
SOUTHWEST	15,347	0.22	<b>0.16</b>	<b>20,864</b>
SOUTHEAST	17,352	0.19	<b>0.13</b>	<b>25,687</b>
GREAT LAKES	21,536	0.35	<b>0.24</b>	<b>55,652</b>
CAPITAL METRO	11,420	0.49	<b>0.33</b>	<b>42,715</b>
<b>National</b>	<b>162,717</b>	<b>0.44</b>	<b>0.30</b>	<b>504,406</b>
<b>POTENTIAL DEC SAVINGS</b>				<b>\$18,663,014</b>

\* Based on 23 delivery days



# QTR 1 OPPORTUNITY – MAINTAIN CURRENT HRS per RT

## Qtr 1, FY 2009

	WORKHOUR SAVINGS	DOLLARS SAVINGS
◆ DELIVERY ROUTES OCT-NOV	4,858,251	\$179,755,299
◆ LDC 23/27 OCT-NOV	224,632	\$8,311,369
◆ DELIVERY ROUTES DECEMBER	2,543,895	\$94,124,130
◆ LDC 23/27 DECEMBER	504,406	\$18,663,014
<b>TOTAL SAVINGS POTENTIAL</b>	<b>8,131,184</b>	<b>\$300,853,812</b>



# **2009 Route Structure**

# Plan Supported Routes – FY 2008 vs FY 2009

## FY 2008 FUNDED ROUTES

Area	Current Routes	Current Daily Base	Current City Route Daily Plan	FY 2008 Plan Supported Routes
CM	11,379	90,875	93,460	11,683
EA	19,643	155,132	155,811	19,476
GL	21,391	169,010	168,770	21,096
NE	13,113	105,651	106,190	13,274
NY	15,670	126,198	130,582	16,323
PA	24,119	192,680	199,600	24,950
SE	17,247	135,553	139,478	17,435
SW	15,270	120,241	125,258	15,657
WE	23,806	187,582	192,939	24,117
<b>National</b>	<b>161,638</b>	<b>1,282,922</b>	<b>1,312,087</b>	<b>164,011</b>

Source: DOIS (actual Base Data), Flash (Routes and Plan Hrs)

**\* Assumes that Routes are Eliminated Day 1, FY 2009**

## Strategies/Tactics - FY 2009 Route Structure

### ■ Conduct Fall Route Inspections / Minor Rt Adjustments

*Execute the Strategy:*

- MRA Where Current Rt Inspection Data Exists – Using COR
- Full RCI Focus on Inner City Low Volume Units
- Continuous Vacant/Opportunity Route Reviews
- Negotiated Minors

### ■ District Manager Route Reduction Targets

### ■ Aggressive Spring Route Inspection / MRAs

### ■ Casers and Deliverers Concept



# Fall Targeted Route Inspection Tracking Report

Report Date: 09-10-2008

Area	Baseline (July 2008)						
	Routes	Percent Routes with COR Database Prepped	Average AMSOP Score	Base Office Hours	Base Street Hours	Base Total Hours	Vehicles
CAP METRO	523	52%	77%	1,610	2,538	4,148	481
EASTERN	615	16%	91%	1,439	3,466	4,904	703
GREAT LAKES	608	19%	73%	1,341	3,494	4,835	675
NY METRO	267	0%	63%	733	1,373	2,106	280
NORTHEAST	319	15%	65%	739	1,792	2,532	346
PACIFIC	993	14%	61%	2,746	5,154	7,900	1,162
SOUTHEAST	1,009	19%	77%	2,260	5,711	7,972	1,039
SOUTHWEST	538	26%	76%	1,079	3,140	4,219	571
WESTERN	805	26%	42%	1,793	4,590	6,382	909
<b>Grand Total</b>	<b>5,677</b>	<b>21%</b>	<b>69%</b>	<b>13,740</b>	<b>31,258</b>	<b>44,997</b>	<b>6,166</b>

Current	
% Units with COR Database Prep Complete	Current Average AMSOP Score
100%	78%
80%	91%
96%	85%
16%	63%
87%	69%
20%	61%
73%	80%
42%	76%
50%	44%
<b>63%</b>	<b>71%</b>





# **ESTABLISH DISTRICT MANAGER ROUTE REDUCTION TARGETS**

## **FALL RT ADJUSTMENT SAVINGS POTENTIAL AT 1 ROUTE IN 20+ ROUTE UNITS**

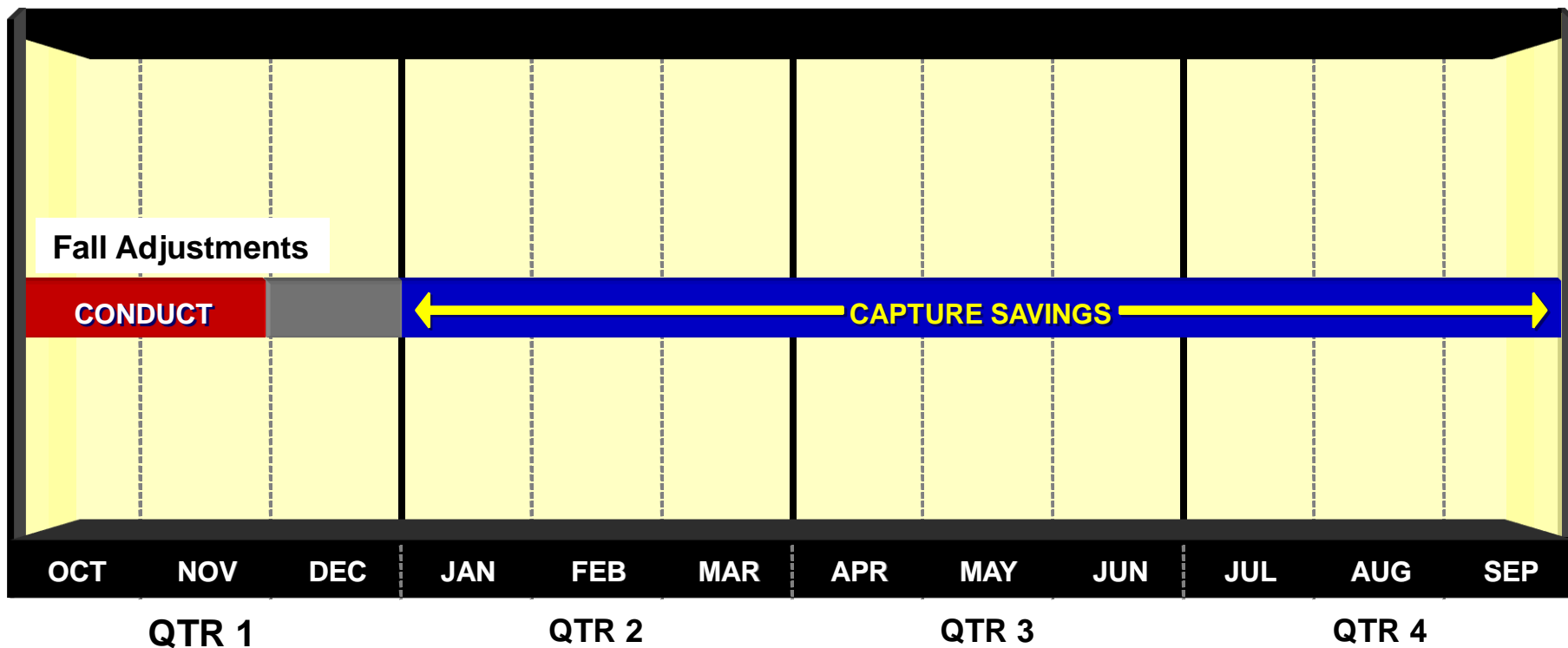
### **Units with 20+ Routes**

AREA	# Delivery Units with 20+ Routes	Total Routes
NY METRO	353	11,113
NORTHEAST	275	8,394
EASTERN	403	12,574
WESTERN	552	17,326
PACIFIC	684	20,115
SOUTHWEST	338	10,584
SOUTHEAST	383	11,224
GREAT LAKES	507	15,838
CAPITAL METRO	255	7,958
<b>NATIONAL</b>	<b>3,750</b>	<b>115,126</b>

**ESTABLISH DISTRICT MANAGER ROUTE REDUCTION TARGETS****FALL RT ADJUSTMENT SAVINGS POTENTIAL AT 1 ROUTE IN 20+ ROUTE UNITS**

<b>Units with 20+ Routes</b>			<b>POTENTIAL 2009 SAVINGS</b>		
DISTRICT	# Delivery Units with 20+ Routes	Total Routes	Targeted Fall Route Reduction	09 Workhour Savings Assuming January Implementation (228 Del Days)	09 Dollar Savings Assuming January Implementation (228 Del Days)
MASSACHUSETTS	50	1,540	50	91,200	\$3,374,400
BOSTON	49	1,576	49	89,376	\$3,306,912
SE NEW ENGLAND	38	1,018	38	69,312	\$2,564,544
NH/VERMONT	12	292	12	21,888	\$809,856
MAINE	7	168	7	12,768	\$472,416
CONNECTICUT	60	2,057	60	109,440	\$4,049,280
ALBANY	23	622	23	41,952	\$1,552,224
WESTERN NY	36	1,121	36	65,664	\$2,429,568
<b>NORTHEAST TOTAL</b>	<b>275</b>	<b>8,394</b>	<b>275</b>	<b>501,600</b>	<b>\$18,559,200</b>

# 2009 Route Adjustment Timeline



## Fall 2009 Savings Potential Based on 3,750 DM Target

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	FY 2009
Fall	0	0	0	750	720	780	780	780	750	750	780	780	<b>6.8 mill</b>

# Strategies/Tactics - FY 2009 Route Structure

## ■ Spring Route Inspection / MRAs

### *Traditional Processes – Execute the Strategy*

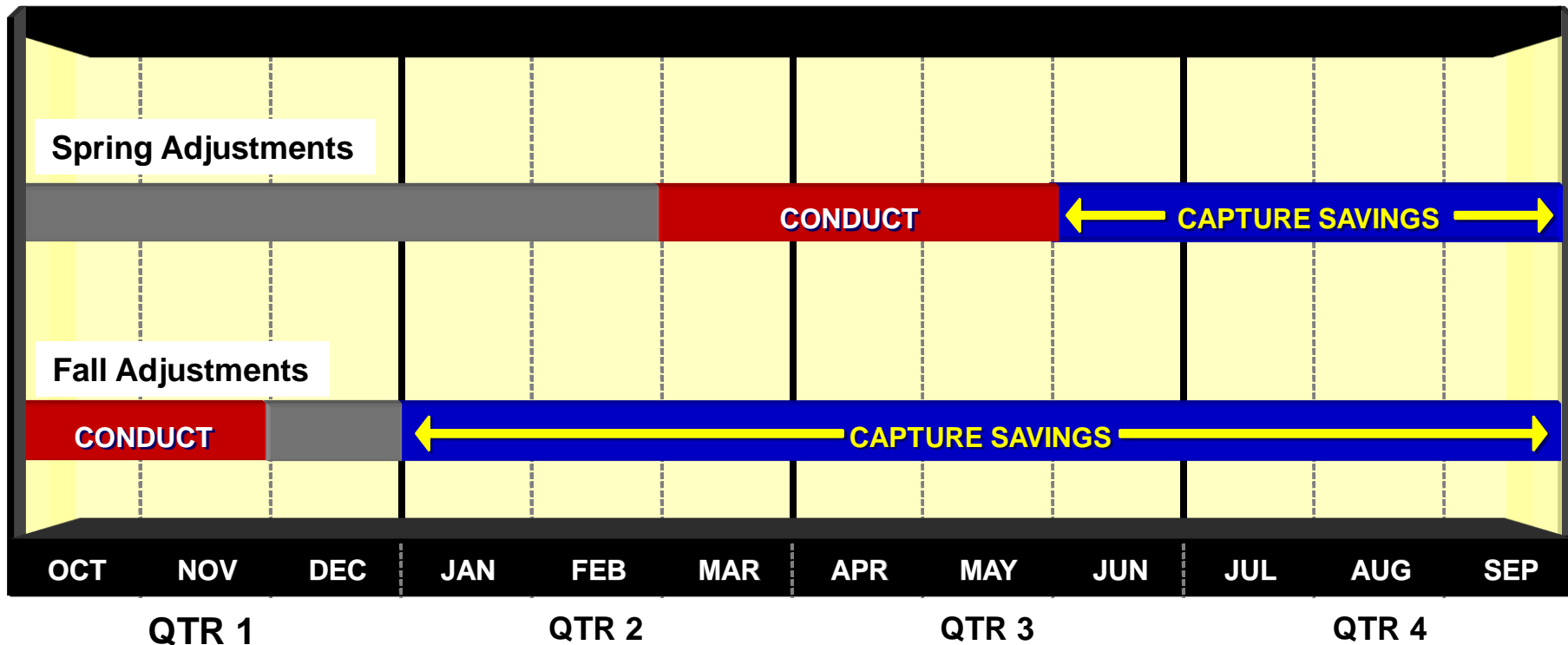
- **MRA Where Current Rt Inspection Data Exists – Using COR**
- **Targeted Full Route Count & Inspections**
- **Continuous Vacant/Opportunity Route Reviews**
- **Negotiated Minors**

### *Aggressive*

- **Pursue Nat'l Union Negotiations (from a position of strength)**
- **Potential Article 19 Eliminating the Requirement for:**
  - ◆ **Current Route Inspection Data**
  - ◆ **Same Carrier on Route**
- **Allows Across the Board Minor Adjustments for Volume Reductions Plus COR Usage**



# 2009 Route Adjustment Timeline



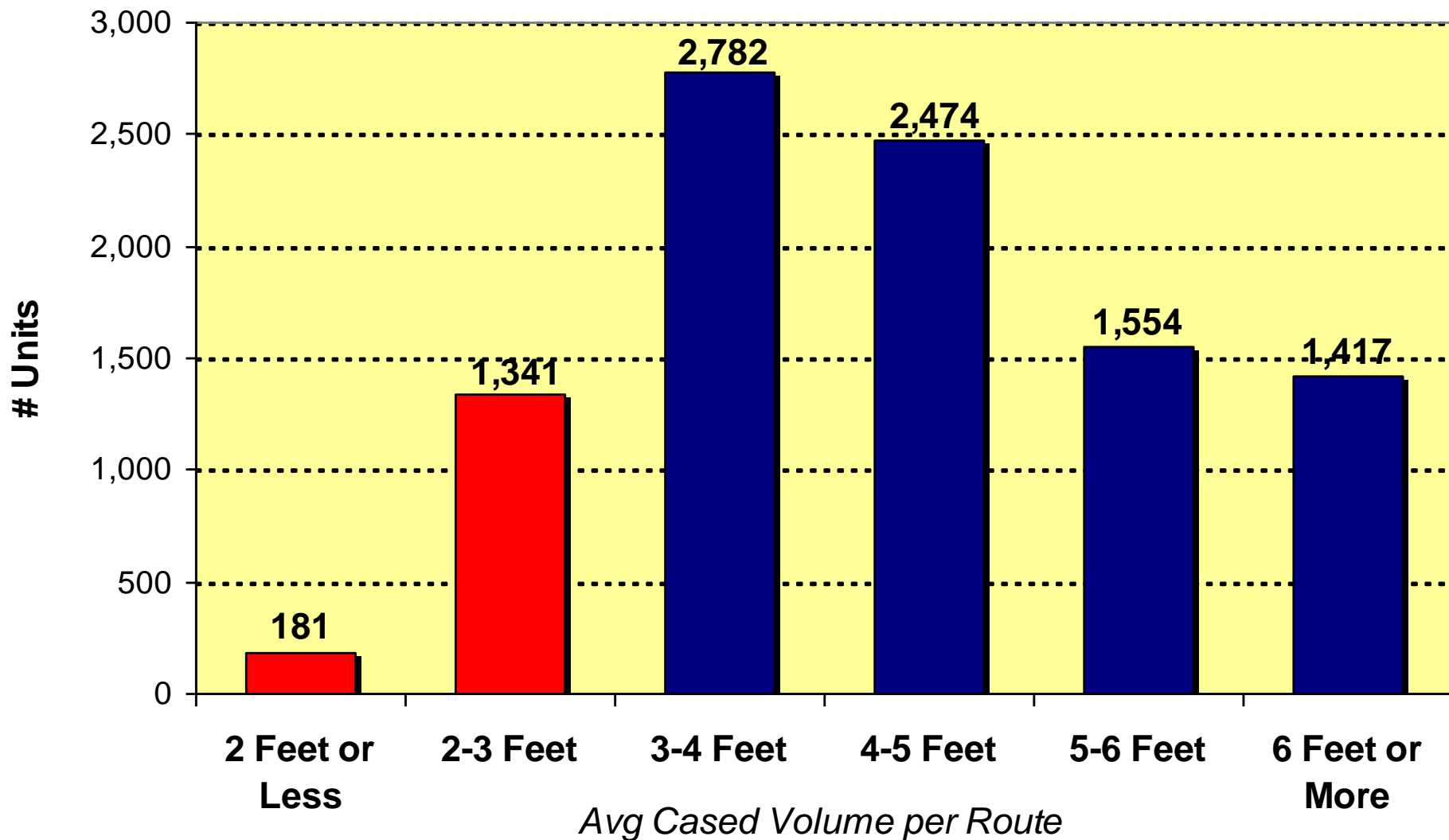
## Spring 2009 Savings Potential Based on 6,300 Required Target

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	FY 2009
<b>Spring</b>	0	0	0	0	0	0	0	0	1,446	1,446	1,504	1,504	<b>5.9 mill</b>
<b>Fall</b>	0	0	0	750	720	780	780	780	750	750	780	780	<b>6.8 mill</b>
<b>Total</b>	0	0	0	750	720	780	780	780	2,196	2,196	2,284	2,284	<b>12.7 mill</b>

# Casers and Deliverers Concept

## Distribution of Cased Workload by Unit

### Average Daily Cased Volume - May 2008



## Current Situation

- **Significant Number (16%) of Units Average Less Than 3ft Cased Volume a Day (Based on May 2008)**
  - Carriers expand office time to justify leaving time
  - Low, incremental volumes cause waiting time impacts felt on every route
  - Average FOT costs have increased to 39.33 minutes nationally
    - Current Annualized Cost of FOT - \$1.2 billion
- **Result - Inefficient route structure and vehicle utilization**



## Current Situation

- Many inner city, low volume units earn more in Fixed Office Time than the value of their cased workload

*Example:*

30 route office casing an average of 2.5 ft of mail daily and achieving 100% Standard

Total Earned Daily Office Time → 39.7 hours

<u>Value of Cased Workload</u>	<u>Value of Fixed Office Time</u>
--------------------------------	-----------------------------------

20.0 hours

19.7 hours

**Due to :**

- (a) Expansion of office time
- (b) Carrier waiting time / mail flow Issues

Actual % Standard performance degrades to avg of 150% standard in low volume units

Total Actual Daily Office Time → 60.0 hours

**Result: Traditional 2 hours in the office and 6 on the street!**

## **Suggested Unit Criteria for Implementation**

- **3 Feet or Less Cased Volume per Route**
- **Poor Percent to Standard**
- **Current Vacant Routes or Potential Vacant Routes**
- **Current Street Times Greater than 6:30**
- **Consistent Mail Flow from Processing**
- **Mail Arrival (to meet 3 hour casing window, 9:30 AM leave time)**



# SAMPLE CANDIDATE OFFICES

AREA	DISTRICT	FACILITY	ZIP	Rts	Avg Act Ofc	Avg Act Str	Avg Daily Ft	Insp Date	Insp Type	PctStd
CAP METRO	CAPITAL	Hyattsville 20783	20783	30	2.58	5.17	<b>2.83</b>	11/21/2003	Special	<b>127.66%</b>
EASTERN	CENTRAL PA	Hazleton, MAIN POST OFFICE	18201	22	1.66	6.02	<b>3.01</b>	7/23/2008	Minor	<b>145.49%</b>
GREAT LAKES	LAKELAND	Hampton Station	53218	31	1.97	6.40	<b>2.01</b>	8/24/2007	Minor	<b>134.40%</b>
NORTHEAST	MASSACHUSETTS	Lawrence, MAIN POST OFFICE	01841	21	1.76	6.32	<b>2.60</b>	1/13/2007	Special	<b>131.11%</b>
NY METRO	NOR NEW JERSEY	Elizabeth, MAIN POST OFFICE	07208	24	2.00	5.67	<b>2.67</b>	3/11/2008	Minor	<b>124.97%</b>
PACIFIC	LOS ANGELES	C2 East Los Angeles Station	90022	36	1.97	5.86	<b>1.78</b>	2/12/2004	Minor	<b>172.50%</b>
SOUTHEAST	NORTH FLORIDA	DAYTONA , MPO	32114	25	2.00	5.72	<b>2.99</b>	8/29/2008	Minor	<b>118.69%</b>
SOUTHWEST	RIO GRANDE	SAN ANTONIO-UNIVERSITY PK	78228	31	1.58	6.68	<b>2.78</b>	7/11/2008	Minor	<b>144.42%</b>
WESTERN	COL/WYOMING	AUR Fletcher Station	80010	24	1.91	5.48	<b>2.57</b>	3/3/2004	Minor	<b>137.13%</b>

# **Solution – Decouple Office / Street Duties**

## ***Proposed Strategy***

- Evaluate Routes and make Adjustments by Removing Casing / Office Duties from as Many Routes as Possible Creating Separate Caser and Deliverer Assignments**
  - Street Routes – 100% Street Delivery**
  - Caser Routes– Office and Street Delivery**
  
- Existing RC&I or Minor Adjustment Process**
  - 141.19 requires reasonably current data and same carrier**
  - Local agreed upon process**

## **Solution – Decouple Office / Street Duties**

### ***Proposed Strategy – Creation of 100% Street Routes***

- **Remove all office time except clocking in, sign for keys, accountables, obtain scanner, receive instruction/service talks, vehicle safety check.**
- **Add street time to the route approximately equal to amount of office time removed (as near to 8 hours as possible)**
- **Carrier collects mail prepared and staged for street delivery, collects accountables, clocks to the street, loads vehicle and proceeds to the first delivery point**
- **Expectation that carrier street time will be about 7:40 hours for deliverers**

## Suggested Implementation

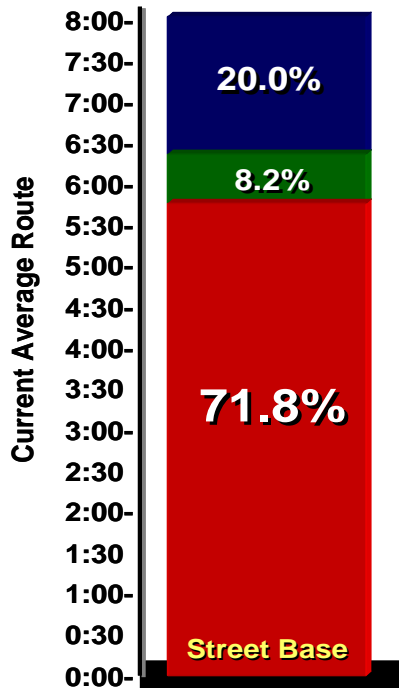
- Perform a Route Inspection on the Unit
- Determine the Office Time value for the Unit
- Using Unit Office Time determine the number of casers required (Total office time / 2:45)
- Determine the Street Time value for the Unit
- Determine the Street Time required to make the Casers 8 hours (Total street time - Casers \* 4:30)
- With Remaining Street Time determine how many Deliverers are needed (Remaining street time / 7:40)
- Create New Assignments in COR

## **Benefits Over Current Traditional Rt Structure**

- **Reduction of required unit level Fixed Office Time**
- **Reduction of idle waiting time due to low incremental volumes on multiple trips**
- **Less contention over the value of the workload with individual carriers**
- **More consistent delivery times**

# New Tools for Effective Street Management

Today's Average Route  
(National)



■ GPS/GIS

■ Delivery Point Coverage  
Daily Report



# Global Positioning System/Global Information System

- Currently installed in 500 vehicles with passive GPS/GIS system in Chicago
  - Requires no interaction with carrier
- GPS makes it possible to easily locate and account for USPS delivery vehicles
- Simply records information
  - Miles traveled
  - Deviations from route
  - Idle time
    - ◆ With engine on and with engine off
  - Number of stops and park points
  - Deviation from route structure (hop and stop vs. park and loop)
  - Provides breadcrumb trail of vehicle activity

Marcus - Discrete Wireless - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Address <http://v8.discretewireless.com/find/map.html>

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**DISCRETE WIRELESS** Find Dispatch Routes Reports Alerts Maintenance Admin Messages

[Change Password](#) | [User Preferences](#) | [Logout](#)

Map Satellite Hybrid Terrain Traffic

Find Mobiles  
Find Location  
Find Zone  
Find Address  
Find Lat/Long  
Controls/Settings

**Street View**

S Artesian Ave

Mobile/Driver [Track](#)

Mobile: 7223484  
Driver:  
Date: 9/5/08 6:53:58 AM CDT  
Location: [Contractor - Art's Collision Repair](#)  
Chicago IL 60629  
Vehicle: Stopped

60608 (Cesar Chavez)  
60608 - Cesar Chavez

Map data ©2008 Tele Atlas

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**DISCRETE WIRELESS**

### Detailed Activity

11:39:57 AM	-
11:40:58 AM	-
11:42:16 AM	-
11:46:37 AM	-
11:46:49 AM	-
11:48:50 AM	-
11:53:40 AM	-
11:53:52 AM	-
11:56:28 AM	-
11:56:45 AM	-
11:58:01 AM	-
11:58:58 AM	-
11:59:24 AM	-
12:00:58 PM	-
12:01:24 PM	-
12:01:44 PM	-
12:04:45 PM	-
12:07:28 PM	-
3:43:13 PM	-
3:43:35 PM	-

Mobile/Driver [Track](#)

Mobile: 7223510  
Driver:  
Date: 9/4/08 12:01:44 PM CDT  
Location: [2214 S Rockwell St](#)  
Chicago IL 60608  
Vehicle: Moving

12:01:44 PM	-	2214 S Rockwell St	Chicago	IL	60608	0 / 0	4 E (86°)	G--M--I-
12:04:45 PM	-	2238 S Washtenaw Ave	Chicago	IL	60608	0.2 / 0.3	0 NE (33°)	G-----I-
12:07:28 PM	-	2238 S Washtenaw Ave	Chicago	IL	60608	0 / 0	0 NW (328°)	G-----
3:43:13 PM	-	2682 W 24th St	Chicago	IL	60608	0.2 / 0.3	0 NW (310°)	G-----I-
3:43:35 PM	-	2413 S Washtenaw Ave	Chicago	IL	60608	0 / 0	5 S (171°)	G--M--I-

Start

Marcus - Discrete Wir... Microsoft PowerPoint - [...]

11:50 AM

Marcus - Discrete Wireless - Microsoft Internet Explorer

Address: <http://v8.discretewireless.com/report/ec>

## DISCRETE WIRELESS

### Start/Stop

Report Options

Time Frame: Yesterday

Mobile

- 7223510
- 7223511
- 7223512
- 7223513
- 7223514

View Report

Format: HTML

Start	Moving Time	Miles / KMs	St
<b>Thursday, September 04, 2008</b>			
11:20:39 AM	00:01:25	0.2 / 0.3	11
11:40:58 AM	00:01:18	0.3 / 0.5	11
11:46:49 AM	00:05:03	1.7 / 2.7	11
11:56:45 AM	00:01:16	0.3 / 0.5	11
11:59:24 AM	00:01:34	0.3 / 0.5	12
12:01:44 PM	00:01:01	0.2 / 0.3	12:02:45 PM 03:40:50
3:43:35 PM	00:00:14	0.1 / 0.2	3:43:49 PM 00:07:50

### Create Location

Map Satellite Hybrid

Circle Rectangle Polygon

Mobile/Driver Track

Mobile: 7223510  
Driver:  
Date: 9/4/08 12:04:45 PM CDT  
Location: [2238 S Washtenaw Ave](#)  
Chicago IL 60608  
Vehicle: Stopped


Location Information

Name:

Date Expires:

Save

### Street View



2238 S Washtenaw Ave

© 2008 Google

2238 S Washtenaw Ave	Chicago	IL	60608	00:00:42	00:03:21
2426 S Washtenaw Ave	Chicago	IL	60608	00:00:00	00:00:36



## ■ COST OF CURRENT SYSTEM UTILIZED IN CHICAGO

### Cost Breakdown:

### Annual Cost

- Unit cost = \$252 ea 500	\$126,000
- Installation = \$50 ea 500	\$25,000
- Training	\$2,000
- Monthly Service \$22.95 ea 500	\$11,475
- Total Annual Cost	\$138,000

**Breakeven Point - 1.4 minutes per route per day!**

# Daily Delivery Coverage

## ■ Objective:

- Identify Estimated Daily Delivery Point Coverage through Automation Equipment
- Compare Against a Route's Base Delivery Coverage
- Generate a Daily Report for AM Supervisor to Review and Consider When Determining Street Expectations

## ■ Next Steps:

- Currently Completing Initial Coding Requirements
- Pilot Site Testing to Begin Over the Next Several Weeks
- National Deployment Qtr 2 FY09



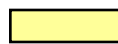
## Daily Delivery Point Coverage Report

Delivery Counts by Route for Friday, Sep. 5, 2008: ZIP Code 20191

Carrier Route	Base Coverage %	% Base Coverage	Total				Centralized			Curb			Other		
			Possible Deliveries	Active Deliveries	Deliveries with DPS Count	Deliveries with no DPS Count	Deliveries with DPS Count	Deliveries with no DPS Count	% Coverage	Deliveries with DPS Count	Deliveries with no DPS Count	% Coverage	Deliveries with DPS Count	Deliveries with no DPS Count	% Coverage
C044	99	55.9	993	983	544	439	526	431	81.9%	1	1	100.0%	17	7	41.2%
C040	98	57.3	640	634	356	278	263	216	0.0%	93	62	0.0%	0	0	0.0%
C049	97	58.1	685	673	379	294	333	273	82.0%	7	4	57.1%	39	17	43.6%
C087	94	59.3	315	312	174	138	164	134	81.7%	0	0	--	10	4	40.0%
C086	97	59.7	531	520	301	219	164	135	82.3%	103	69	67.0%	34	15	44.1%
C034	97	60.3	693	681	398	283	182	148	81.3%	182	121	66.5%	34	14	41.2%
C038	94	60.4	670	668	379	289	273	224	82.1%	84	56	66.7%	22	9	40.9%
C084	96	60.9	499	498	291	207	79	65	82.3%	211	141	66.8%	1	1	100.0%
C041	94	61.2	615	612	352	260	198	162	81.8%	135	90	66.7%	19	8	42.1%
C039	96	61.8	465	465	276	189	75	61	81.3%	175	117	66.9%	26	11	42.3%
C033	93	62.0	545	534	308	226	243	198	81.5%	0	0	--	65	28	43.1%
C082	96	62.6	412	411	247	164	0	0	0.0%	247	164	66.4%	0	0	--
C043	95	63.2	450	435	261	174	95	78	82.1%	105	70	66.7%	61	26	42.6%
C035	95	63.6	418	404	244	160	140	115	82.1%	0	0	--	104	45	43.3%
C031	91	63.9	534	530	308	222	177	145	81.9%	88	58	65.9%	43	19	44.2%
C025	93	64.5	379	377	226	151	24	20	83.3%	191	127	66.5%	11	4	36.4%
C022	92	65.4	433	432	260	172	0	0	--	259	172	66.4%	1	0	0.0%
C021	88	65.4	504	502	289	213	149	122	81.9%	131	87	66.4%	9	4	44.4%
C083	91	67.1	339	329	201	128	69	56	81.2%	64	43	67.2%	68	29	42.6%
C024	90	68.6	578	554	342	212	169	139	82.2%	1	0	0.0%	172	73	42.4%
C029	91	69.3	609	571	360	211	129	105	81.4%	31	20	64.5%	200	86	43.0%
C045	87	71.2	330	315	195	120	0	0	--	155	103	66.5%	40	17	42.5%
C023	96	71.3	391	390	267	123	0	0	--	37	24	64.9%	230	99	43.0%
<b>Total</b>	<b>94</b>	<b>62.3</b>	<b>12,028</b>	<b>11,830</b>	<b>6,958</b>	<b>4,872</b>	<b>3,452</b>	<b>2,827</b>	<b>81.9%</b>	<b>2,300</b>	<b>1,529</b>	<b>66.5%</b>	<b>1,206</b>	<b>516</b>	<b>42.8%</b>



0 – 65% Coverage



65 – 85% Coverage



> Than 85% Coverage



## Daily Delivery Point Coverage Report Area Rollup

### Delivery Point Coverage Week 48 - AREA ROLLUP

Area	Net PDs	Sat	Mon	Tue	Wed	Thu	Fri	Weekly Avg
NY	7,576,183	5,482,775 <b>72%</b>	5,618,247 <b>74%</b>	5,508,431 <b>73%</b>	5,452,690 <b>72%</b>	5,604,798 <b>74%</b>	5,685,548 <b>75%</b>	5,558,748 <b>73%</b>
NE	5,815,298	4,209,569 <b>72%</b>	4,129,289 <b>71%</b>	4,157,147 <b>71%</b>	4,177,872 <b>72%</b>	4,320,077 <b>74%</b>	4,342,613 <b>75%</b>	4,222,761 <b>73%</b>
EA	9,471,072	7,183,508 <b>76%</b>	6,860,450 <b>72%</b>	6,498,800 <b>69%</b>	6,681,562 <b>71%</b>	7,124,593 <b>75%</b>	7,211,740 <b>76%</b>	6,926,776 <b>73%</b>
WE	12,416,018	9,776,533 <b>79%</b>	10,433,004 <b>84%</b>	9,545,977 <b>77%</b>	9,832,708 <b>79%</b>	9,931,434 <b>80%</b>	9,787,718 <b>79%</b>	9,884,562 <b>80%</b>
PA	12,228,618	9,510,583 <b>78%</b>	10,043,906 <b>82%</b>	9,484,470 <b>78%</b>	9,444,118 <b>77%</b>	9,817,233 <b>80%</b>	9,935,662 <b>81%</b>	9,705,995 <b>79%</b>
SW	9,020,551	6,341,125 <b>70%</b>	6,404,231 <b>71%</b>	6,310,998 <b>70%</b>	6,406,702 <b>71%</b>	6,320,478 <b>70%</b>	6,697,523 <b>74%</b>	6,413,510 <b>71%</b>
SE	9,875,504	7,351,597 <b>74%</b>	7,608,061 <b>77%</b>	7,497,405 <b>76%</b>	7,288,267 <b>74%</b>	7,376,303 <b>75%</b>	7,322,709 <b>74%</b>	7,407,390 <b>75%</b>
GL	9,890,741	7,574,529 <b>77%</b>	8,239,441 <b>83%</b>	7,780,128 <b>79%</b>	7,598,624 <b>77%</b>	7,528,604 <b>76%</b>	7,903,250 <b>80%</b>	7,770,763 <b>79%</b>
CM	5,745,291	4,112,572 <b>72%</b>	4,710,407 <b>82%</b>	4,029,833 <b>70%</b>	4,215,150 <b>73%</b>	4,426,536 <b>77%</b>	4,168,947 <b>73%</b>	4,277,241 <b>74%</b>



- **We Face an Unprecedented Budget Challenge in FY 2009 with 6,300 Unfunded Routes on Day 1**
  - **Every Day we Wait in Reducing Routes Adds to the 2009 Reduction Requirement. Execute the Strategy with:**
    - ◆ **Aggressive Fall/Spring Inspection/MRA Plans**
    - ◆ **Accountability – District Manager Route Reduction Targets**
  
- **While We Won't Realize Substantial Savings from Route Reductions in Qtr 1, we Have a Huge Opportunity in Maintaining our Current Hours per Route Through December**
  - **Eliminate the Paradigms and Manage to Actual Workload**
    - ◆ **Fall Mailing Season Opportunity**
    - ◆ **Christmas Opportunity**
  
- **To the Extent we are Unsuccessful in Reducing the # Routes Needed to Achieve Budget, We Will Need to Close the Gap By:**
  - **Continued and Deeper Levels of Pivoting Through:**
    - ◆ **Effective Use of Scheduling / Staffing Tools**
    - ◆ **Achievement of Continuous Improvement Targets**