

CDRAAP Route Adjustments

A current PS Form 3999 conducted with the regular carrier assigned to a route will be used by the route evaluation and adjustment team to determine the street value of territory transferred. The PS Form 3999 closest to the evaluated street time will be used for adjustment purposes unless the REAT mutually agree otherwise.

In any unit where the REAT determines that the number of routes will be reduced, preference shall be given to selecting auxiliary routes, vacant routes, and then routes held by junior carriers, provided such selections are efficient and effective.

In any unit where the REAT determines that the number of routes will be increased, consideration will be given to auxiliary route growth to full-time, available resources and the type of route to be added, and the geographic location of any additional routes to ensure that such adjustments are efficient and effective.

Additionally, carrier seniority shall be considered when excessive route changes are anticipated, provided consideration does not adversely affect the efficiency or effectiveness of the adjustments.

At the option of the branch president, all full-time city delivery duty assignments in a zone(s) within a facility where all routes are optimized using Carrier Optimal Routing (COR), will be opened for expedited bidding by seniority. If multiple zones within a facility are optimized, the branch president may choose to limit bidding to the city letter carriers holding full-time city deliver assignments in each impacted zone *or* open bidding to all city delivery carriers holding full-time city delivery assignments in all optimized zones within a facility.

If the expedited bidding option is chosen by the Branch President, the Postmaster or designee and the Branch President or designee will jointly oversee the expedited bidding process in advance of the adjustment implementation.

Carriers will remain on their original assignments until the date of implementation.