

Statement for the Record: Hearing Entitled “Oversight of the U.S. Postal Service”
Committee on Oversight & Accountability
Congressman Gerry Connolly
Tuesday, December 10, 10:00 a.m.

The United States Constitution gives Congress the power to establish a Postal Service to ensure the efficient, accessible, and secure exchange of information and goods across the nation. With this power, Congress established USPS with a clear mandate: provide universal, affordable, and reliable mail service to all Americans. The Postal Service enjoys bipartisan support in Congress, the dedication of hundreds of thousands of hardworking postal employees, and consistently high public approval ratings. Postmaster General Louis DeJoy, however, is squandering this support and good will with operational decisions that risk a death spiral for the Postal Service. Rather than providing financial stability as promised, his Delivering for America Plan (DFA) has delivered financial losses, degraded service, and jeopardized public safety. When questioned about these failures, Mr. DeJoy has openly expressed resistance to Congressional oversight. I believe that Mr. DeJoy bears a responsibility to the Postal Service and the American people to embrace transparency, oversight, and accountability to address these issues and produce better outcomes.

DFA’s failure and DeJoy’s refusal to acknowledge it have real consequences for the American people. DFA has led to widespread service degradation and heightened risk to public safety.

DeJoy’s ‘reforms’ are putting Americans who rely on timely mail delivery for essential items like Social Security checks and prescription medications at serious risk. For example, every month, 850,000 Social Security enrollees depend on the Postal Service to receive their checks. Currently, Social Security checks prevent 37.8% of adults over age 65 from falling below the poverty line.¹ Delays in these deliveries threaten enrollees’ ability to afford necessities like food and electricity.

In addition, DeJoy has shifted to a postal trucking model that relies more heavily on contracted drivers while simultaneously de-prioritizing oversight of contract trucking operations, putting public safety at risk. According to the USPS Inspector General, in September 2023 between 72% to 88% of contract drivers lacked proper vetting or security clearance, depending on location surveyed.² USPS has rejected key IG recommendations for better vetting while continuing to expand reliance on contract trucking.³ In addition to failing to properly vet drivers, the USPS IG found that USPS lacked a system to track crash fatalities linked to contract trucking.⁴ I requested the report that made this finding after deadly crashes involving postal trucking contractors began making headlines. In response to the report’s recommendations, I introduced and secured House passage of the Mail Traffic Deaths Reporting Act (H.R. 7527) to require USPS to track fatalities linked to contract trucking – something the Postal Service should have been doing in the first place.

In 2022, I championed passage of the Postal Service Reform Act (PSRA) alongside then-Chairwoman Maloney and Ranking Member Comer. This landmark legislation should have been a lifeline to the Postal Service — a rare opportunity to return to stable footing after years of financial

¹ Social Security Lifts More People Above the Poverty Line Than Any Other Program | Center on Budget and Policy Priorities

² <https://www.uspsoig.gov/sites/default/files/reports/2023-09/23-055-r23.pdf>

³ <https://www.uspsoig.gov/sites/default/files/reports/2024-02/23-088-r24.pdf>

⁴ *ibid.*

challenges. DeJoy, however, wasted that opportunity. Despite repeated promises that DFA would put USPS on the road to financial stability, the Postal Service lost \$9.5 billion in FY 2024, and delivery performance remains well below the current target of 93% on-time delivery for two-day delivery and 90.3% for three-to-five-day delivery. Adding insult to injury, DeJoy has now proposed lowering performance targets — a clear sign he knows his restructuring efforts are incompatible with USPS's mission to provide reliable service. Meanwhile, USPS customers have simultaneously experienced price hikes as part of DeJoy's reform efforts, forcing them to pay more for slower, less reliable service. This combination of poorer service and higher costs is a recipe for a financial death spiral for the Postal Service.

Together, these facts imply a reality more troubling than DeJoy's failure — they suggest that USPS is cutting essential safety functions to reduce costs and evading proper oversight to conceal it, while simultaneously defending broader reform efforts that are clearly failing. Reckless cost savings decisions should not be allowed to risk public safety. To make matters worse, these cuts aren't even saving USPS money — the Postal Service continues to bleed funds despite them.

DeJoy's failures and resistance to oversight and accountability must be acknowledged so that DFA and its effect on everyday Americans can be honestly evaluated and ultimately, improved. This Committee has spent years working to deliver Postal Service reforms, and Congress needs a committed, transparent partner in our continued effort to strengthen this indispensable and constitutionally mandated institution. If Mr. DeJoy is serious about reforming the Postal Service in a way that truly serves the needs of the American people, he must embrace more transparency and accountability — not shun it.