

NOVEMBER 21, 2017

The United State Postal Service
Executive Leadership Team
475 L'Enfant Plaza SW
Washington, D.C. 20260

Re: Next generation delivery vehicles selection

Dear Megan J. Brennan and Chairs of the Board,

We write today on the behalf of our millions of members and supporters to ask that the USPS select plug-in electric vehicles for the the next generation of delivery trucks. Not only will these electric trucks protect the health of employees and neighborhood residents by reducing their exposure to [harmful](#) emissions¹, but they will also cut down on fuel and maintenance costs while helping the Postal Service meet its sustainability goals.

The benefits of switching from gasoline-powered conventional vehicles to electric vehicles come down to four main incentives: fuel costs savings, emissions reduction, reliance on domestic electricity and less foreign oil as a fuel source, and reduced maintenance. Even when factoring in emissions from the electricity used to power plug-in vehicles, they are still cleaner than conventional vehicles.

The USPS fleet travels more than 1.3 billion miles every year and uses over 180 million gasoline gallon equivalents (GGE) of fuel. According to [research](#)² by Idaho National Laboratory, the operating cost of a mile traveled in a plug-in model can be 3-5 times less than a mile powered by gasoline. Maintenance costs for electric vehicles are [also far less](#) due to fewer moving parts³. Additionally, according to the 2016 USPS sustainability report, the USPS is [not on target](#) for achieving the GHG target of reducing fleet-wide per-mile GHG emissions 30% by 2025 (g CO₂e/mile)⁴. Switching to electric will assist on getting back on track and achieving that target.

The Postal Service is a unique organization because it delivers to every address in the United States. This gives USPS a special responsibility to consider the impact of its trucks on its employees, neighborhood residents, and taxpayers. Adopting lower emission delivery trucks will

¹ U.S. EPA, Overview of Air Pollution from Transportation. Retrieved from <https://www.epa.gov/air-pollution-transportation/learn-about-air-pollution-transportation>

² Idaho National Library, Comparing Energy Costs per Mile for Electric and Gasoline Vehicles. Retrieved from <https://avt.inl.gov/sites/default/files/pdf/fsev/costs.pdf>

³ USPS, Electrification of delivery vehicles (2009). Retrieved from https://www.uspsaig.gov/sites/default/files/document-library-files/2015/da-wp-09-001_0_0.pdf

⁴ USPS, 2016 Sustainability Report. Retrieved from <http://about.usps.com/what-we-are-doing/green/report/2016/#table1>

position USPS as an innovative leader by showing how large government and private fleets can travel on nearly every type of road in the United States while emitting little to no harmful pollutants into our air.

As we embark on this next generation of postal service trucks, we appreciate your consideration of this recommendation.

Sincerely,

CALSTART
Electric Auto Association
Environment America
Environmental Law and Policy Center
Forth
Natural Resource Council of Maine
Natural Resources Defense Council
Oregon Environmental Council
Plug In America
Public Citizen
Safe Climate Campaign
Sierra Club
Union of Concerned Scientists