Next Generation Delivery Vehicle (NGDV) Acquisitions

DRAFT Supplemental Environmental Impact Statement

Public Hearing – 7:00 pm (ET)

July 26, 2023

Welcome! The Postal Service's presentation will begin shortly and will be repeated at 8:30 pm (ET).

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Ways to Submit Comments & Questions

1. **ORAL:** If you wish to speak at this hearing (for up to 2 minutes), please click on the “raise hand” feature to be added to the queue of speakers, who will be unmuted in turn order.

2. **WRITTEN:** All comments typed into this hearing’s Q&A box will be recorded and considered.

3. **EMAIL:** Email your comments to NEPA@usps.gov

4. **U.S. MAIL:** Mail your comments to: U.S. Postal Service, 475 L’Enfant Plaza SW, Office 6606, Washington, D.C. 20260-6201, Attn: Mr. Davon Collins, Environmental Counsel

IMPORTANT: All comments must be received no later than August 14, 2023. All comments submitted are part of the public record and subject to disclosure. A copy of this presentation will be available at uspsngdveis.com.

Important References

- **Draft SEIS -** *Currently accepting public comments*
- **Other Related Past References:**
  - NGDV Final EIS (December 2021)
  - NGDV Record of Decision (February 2022)
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Proposed Action, Purpose, and Need

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Proposed Action, Purpose, and Need [See Draft SEIS, Section 2]

Proposed Action: Modernization of the Postal Service's Delivery Fleet

The Purpose and Need remain the same as for the original NGDV FEIS:

- **Need:** The Postal Service's existing purpose-built delivery vehicles are now outdated, inefficient, increasingly unreliable, costly to maintain, and lack certain modern safety and operational features. These vehicles are near or at the end of their useful life and are no longer effective in achieving the Postal Service's Universal Service Mission.
- **Purpose:** To replace the end-of-life and high-maintenance vehicles with new vehicles that have more energy-efficient powertrains, updated technology, reduced emissions, increased cargo capacity and improved loading characteristics, improved ergonomics and carrier safety, and reduced maintenance costs.

National Environmental Policy Act (NEPA)

Overview and Recent Actions to Date

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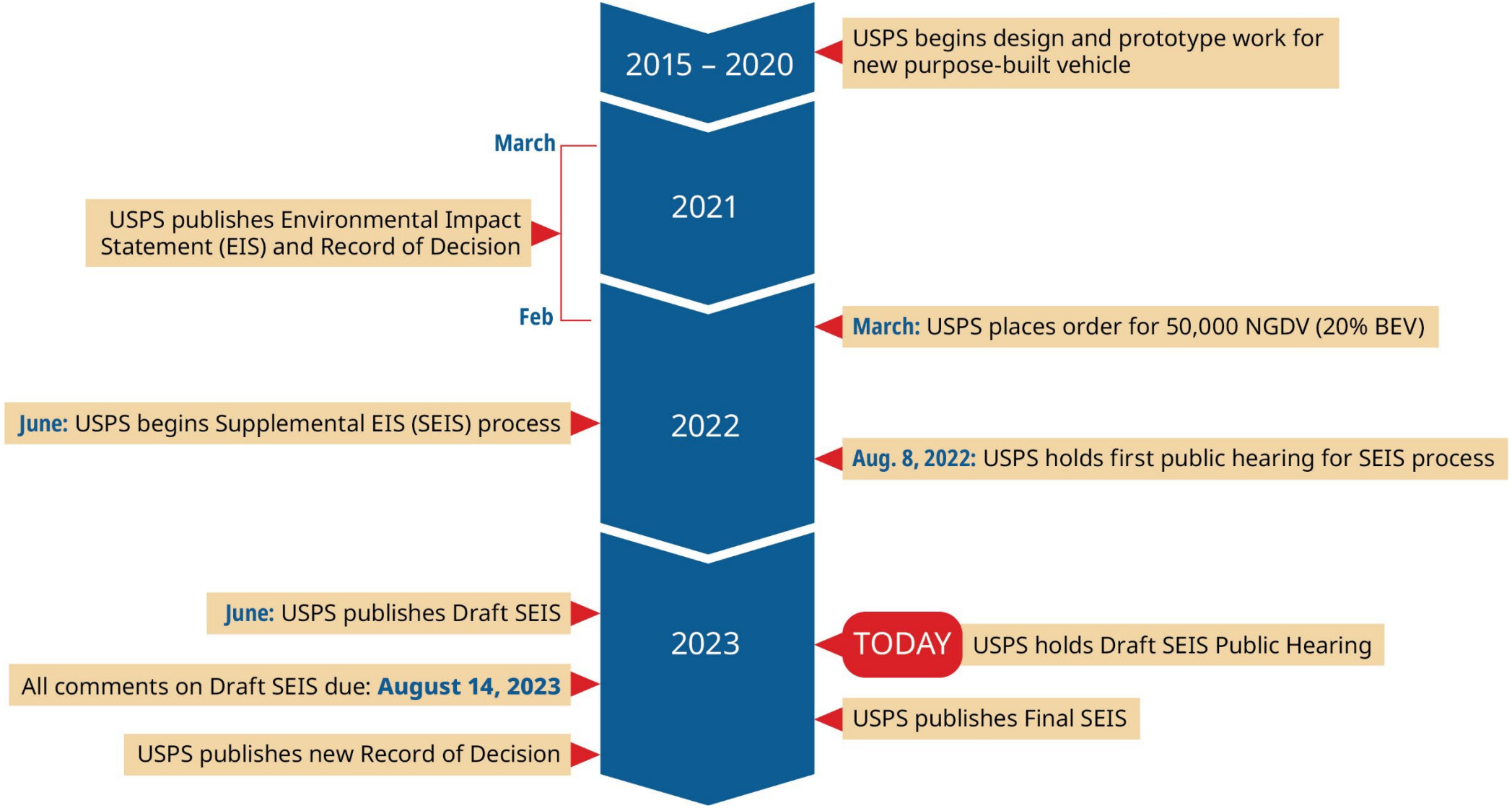

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Supplemental EIS – Areas of Consideration

[See Draft SEIS, Section 1-2.2]

Prior Record of Decision (February 2022): To purchase and deploy over a ten-year period 50,000 to 165,000 NGDV to replace its LLV/FFVs (at least 10% battery electric vehicles [BEVs]).

The Postal Service is considering three changes which, if implemented, could potentially affect the composition of the Postal Service delivery fleet.

1. **Multi-step acquisition process** – Consider more frequent vehicle purchases of fewer vehicles over shorter periods of time, rather than over ten years

2. **Inflation Reduction Act of 2022** – Congress appropriated $3 billion to fund zero-emission vehicles and necessary charging infrastructure

3. **Acceleration of vehicle replacements** – Purchase commercial-off-the-shelf (COTS) vehicles to address critical, immediate need
   - Incorporation of COTS, paired with advanced funding and installation of infrastructure, would also allow for accelerated fleet electrification

Alternatives

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Consideration Factors for Alternatives [See Draft SEIS, Section 3-2]

1. **Urgent Need** – LLVs in service are 8+ years beyond their 24-year service life
2. **Route Suitability** – not all routes are BEV-compatible
3. **Financial Considerations** – BEVs are significantly more expensive to acquire and require extensive infrastructure investment
4. **Vehicle Procurement Strategy** – smaller, more frequent purchases allows opportunity to increase BEV proportion over time and leverage emerging technologies

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Alternatives Analyzed in Detail [See Draft SEIS, Section 3]

Alternative	Description
Alternative 1 (Preferred): **Mixed Fleet (NGDV & COTS) with Increased BEV Commitment**	1. 60,000 NGDV (75% BEV) 2. 14,500 RHD COTS ICE Vehicles 3. 31,980 LHD/RHD COTS Vehicles or NGDV (66% BEV) **Total Vehicles: 106,480 (62% BEV)** **Timeframe: Six Years**
Alternative 2: **NGDV Only with Increased BEV Commitment**	1. 106,480 NGDV (62% BEV) **Total Vehicles: 106,480 (62% BEV)** **Timeframe: Eight Years**
No-Action Alternative: **NGDV Only with Existing BEV Commitment per Current ROD**	1. 165,000 NGDV (at least 10% BEV) **Total Vehicles: 165,000 (10% BEV)*** **Timeframe: Ten Years** *Only **106,480 NGDV (over eight years) analyzed in SEIS** to ensure fair comparison with Alternatives 1 and 2.

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Summary of Key Vehicle Specifications [See Draft SEIS, Section 3]

LLVs – Internal combustion engine (ICE) vehicles currently in service; the LLV is right-hand drive

NGDV – Both ICE and battery electric (BEV) powertrain vehicles are proposed; the NGDV is right-hand drive

COTS Vehicles – Three types, right-hand drive and left-hand drive ICE vehicles, and left-hand drive BEVs are proposed

Design Specifications	LLV	ICE NGDV	BEV NGDV	RHD COTS ICE	LHD COTS ICE	LHD COTS BEV
Gross Vehicle Weight Rating (pounds)	4,450	8,700	8,700	6,834	8,900	9,500
Mileage (USPS Drive Cycle)	8.8 MPG	12.63 MPG	1.28 mi/kWh	12.1 MPG	11 MPG	1.13 mi/kWh (calculated)
Mileage (UDDS Drive Cycle)	N/A	19.21 MPG	2.0 mi/kWh	19/23 MPG (city/highway) (EPA window sticker rating)	18/26 MPG (city/highway) (EPA window sticker rating)	N/A
Range on Single Charge	N/A	N/A	70 miles	N/A	N/A	77 miles

NGDV = Next Generation Delivery Vehicle COTS = commercial-off-the-shelf (vehicle) ICE = internal combustion engine BEV = battery electric vehicle

RHD = right-hand drive LHD = left-hand drive UDDS = Urban Dynamometer Driving Schedule MPG = miles per gallon mi/kWh = miles per kilowatt hour

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Environmental Analysis

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Summary of Environmental Effects (Alternatives 1 and 2) [See Draft SEIS, Section 4-12.1]

Type and Level of Effect	Resource Area	
Beneficial Effects	• Transportation safety (employee and community) • **Traffic noise** • **Greenhouse gas and other regulated air pollutants (except Sulfur Dioxide) emissions decrease**	• Community emergency services • **Gasoline consumption** • Hazardous waste generation • **Environmental justice communities**
No / Negligible Effects	• Community economics • Employment • Traffic • Accessibility, parking, public transportation	• **Sulfur Dioxide emissions increase** • Community utilities (availability and capacity) • **Electricity consumption** • Solid and hazardous waste treatment and disposal
Minor to Moderate Adverse Effects	• **Backup alarm noise near major vehicle deployment sites (Preferred Alternative only)**	
Significant Effects	• None	

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Air Quality – Methodology [See Draft SEIS, Section 4-6 and Appendix F]

We modeled **direct** and **indirect** emissions for "criteria" pollutants regulated under the Clean Air Act:

- Used state-of-the-science, EPA-approved "MOVES" and "GREET" models for calculating direct and indirect air emissions, respectively
- Direct emissions = emissions from vehicles themselves (tailpipe, fueling, tire wear & tear)
- Indirect emissions = emissions from production of gasoline and electricity
- Pollutants include:
  - Nitrogen Oxides (NO_x), Carbon Monoxide (CO), Sulfur Dioxide (SO_2), Particulate Matter ($PM_{2.5}$ and PM_{10}), and Volatile Organic Compounds (VOCs), which contribute to smog and respiratory health conditions
  - Greenhouse Gases (GHGs), including Carbon Dioxide (CO_2) and Methane (CH_4), which contribute to climate change

Air Quality – Vehicle Comparison [See Draft SEIS Appendix F-4 tables]

- All new vehicles would generate fewer emissions (direct + indirect, combined) per pollutant (grams/mile) than an LLV.
- Emissions* from Existing (Aged) and Proposed (New) Vehicles, in pounds/day for **one vehicle**:

Vehicle	Volatile Organic Compounds (VOCs)	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Particulate Matter ($PM_{2.5}$)	Particulate Matter (PM_{10})	Sulfur Dioxide (SO_2)	Greenhouse Gases**
LLV	*0.400*	*0.434*	*2.993*	*0.005*	*0.016*	*0.008*	*106.97*
Personally Owned Delivery Vehicle	*0.064*	*0.058*	*0.810*	*0.003*	*0.014*	*0.004*	*87.25*
NGDV ICE	0.025	0.019	0.093	0.003	0.014	0.006	74.48
NGDV BEV	0.004	0.023	0.013	0.003	0.015	0.020	32.19
RHD COTS ICE	0.026	0.019	0.094	0.003	0.014	0.006	75.19
LHD COTS ICE	0.028	0.021	0.095	0.003	0.014	0.006	76.86
LHD COTS BEV	0.004	0.026	0.014	0.004	0.016	0.023	36.46
% Change from LLV to NGDV or COTS BEV (avg)	**- 99.0%**	**- 94.3%**	**- 99.5%**	**- 24.4%**	**- 3.3%**	**172.5%**	**- 67.9%**
% Change from LLV to NGDV or COTS ICE (avg)	**- 93.5%**	**- 95.4%**	**- 96.9%**	**- 34.9%**	**- 12.4%**	**- 26.0%**	**- 29.4%**

*Based on a rural curb-line route, in simulation year 2024
**CO_2e (Carbon Dioxide equivalent)
LLV = long-life vehicle NGDV = Next Generation Delivery Vehicle COTS = commercial-off-the-shelf RHD = right-hand drive LHD = left-hand drive
ICE = internal combustion engine BEV = battery electric vehicle

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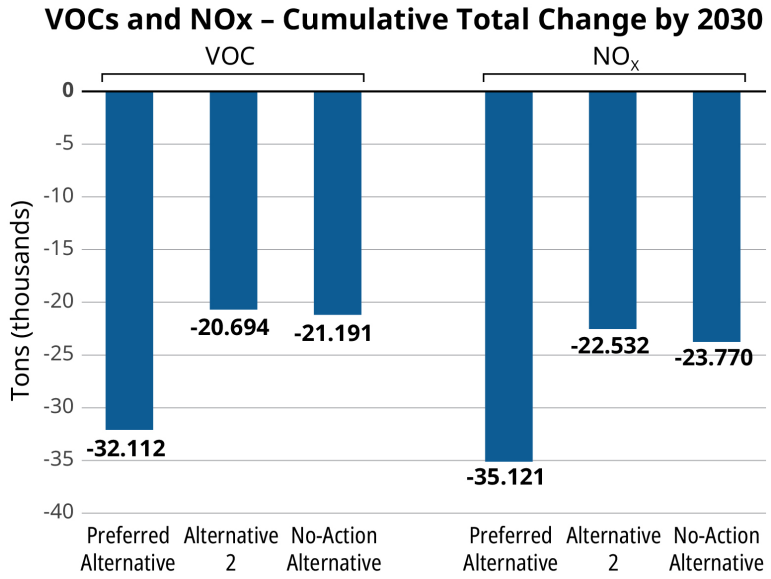
Air Quality – Regulated Pollutants (Except Sulfur Dioxide)

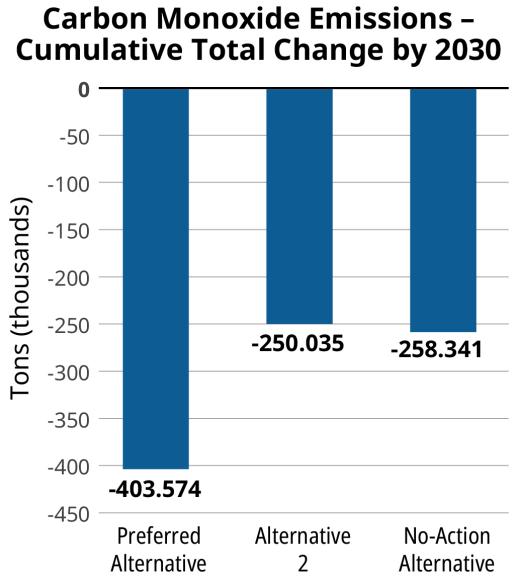
[See Draft SEIS, Section 4-6.2 and Appendix F]

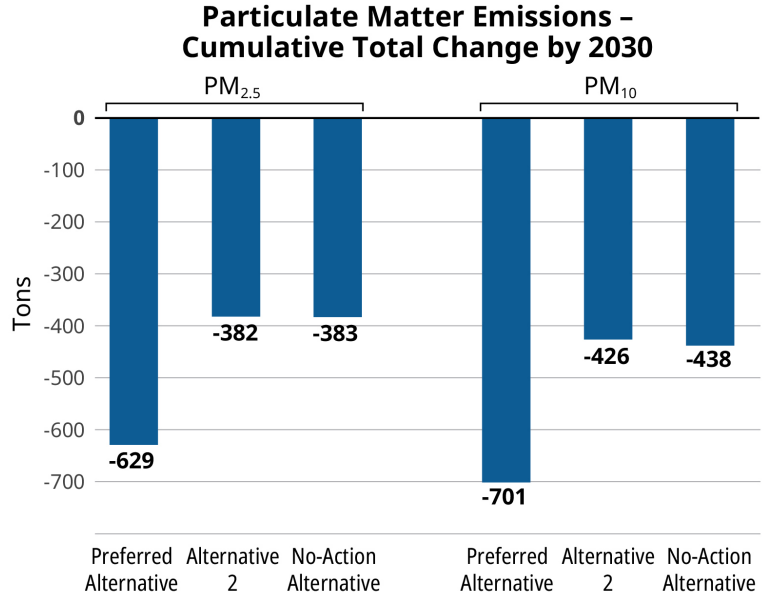
Note: Following the Public Hearing, the charts on this slide were corrected to denote either "Tons (thousands)" or "Tons" in the Y-axes. Previously, the Y-axes indicated "Tons Per Year (thousands)" or "Tons Per Year."

Total regulated pollutant emissions by 2030 would **decrease** under the Preferred Alternative, Alternative 2, and No-Action Alternative.

- Preferred Alternative would have **substantial reduction in total emissions** compared to the No-Action Alternative, due to expedited replacement of LLVs with new ICE vehicles and BEVs.
- Alternative 2 would have total Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO_x), Carbon Monoxide (CO), and Particulate Matter (PM) emissions reductions comparable to No-Action Alternative.







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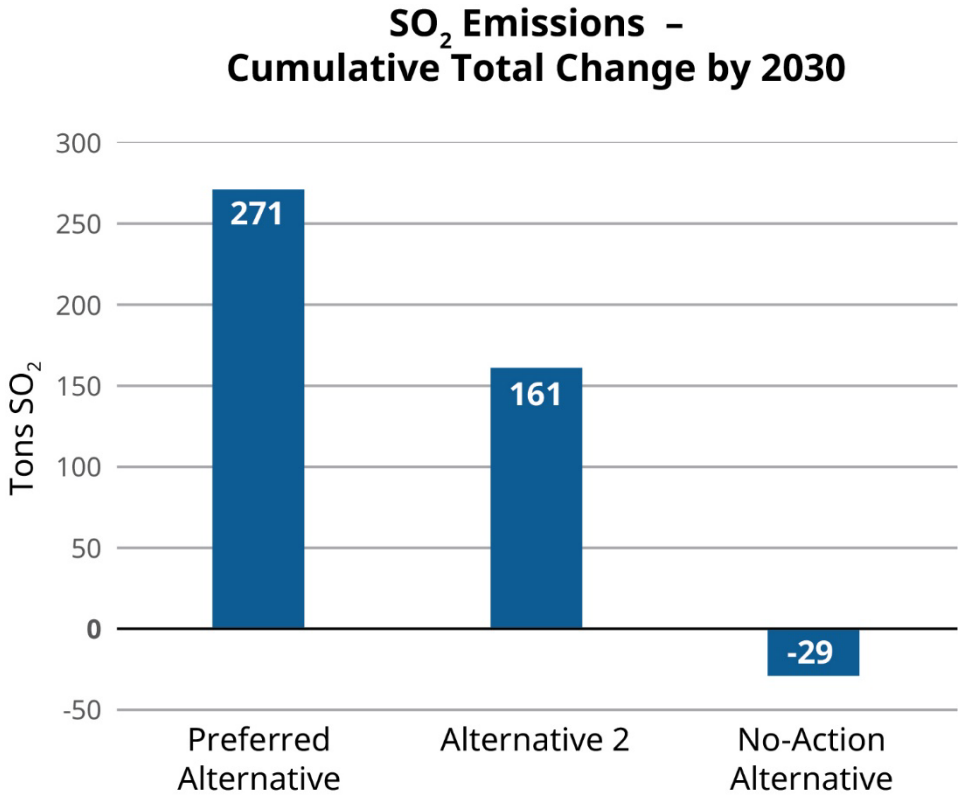
Air Quality – Regulated Pollutants (Sulfur Dioxide)

[See Draft SEIS, Section 4-6.2 and Appendix F]

Total Sulfur Dioxide (SO_2) emissions by 2030 would **increase** under Preferred Alternative and Alternative 2 and **decrease** under No-Action Alternative.

- Upstream electricity generation for increased BEVs results in increased Sulfur Dioxide (SO_2) emissions.
- Preferred Alternative would result in **highest total increase** due to expedited deployment of BEVs. However, the **annual amount** of relative increase **is negligible** in nationwide context.

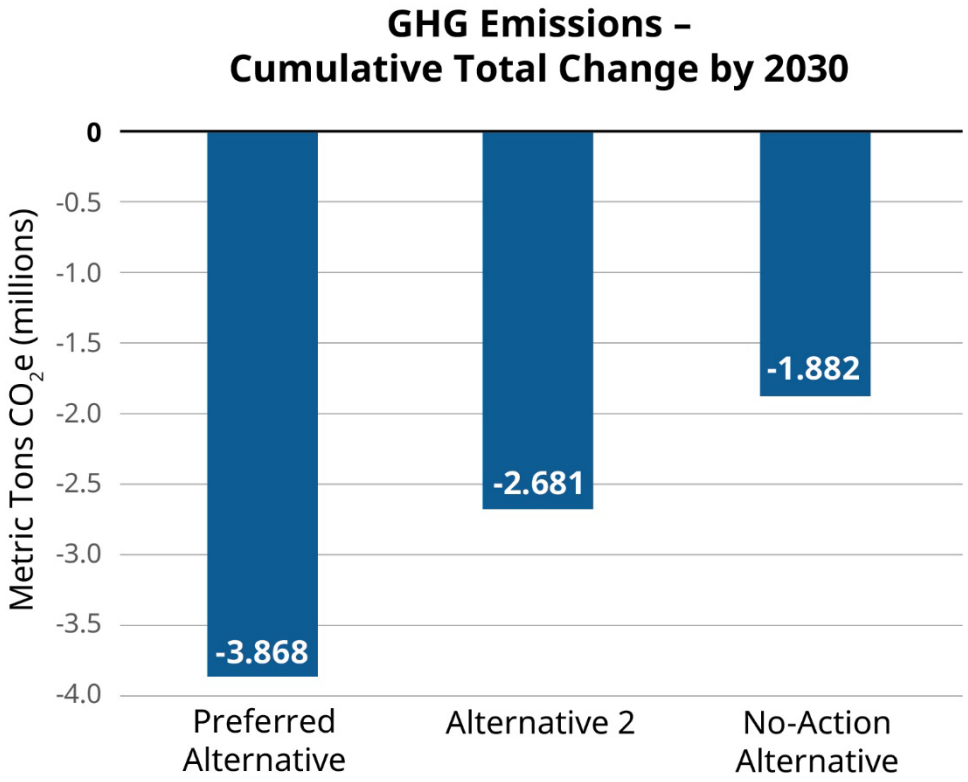


Air Quality – Greenhouse Gases (GHGs)

[See Draft SEIS, Section 4-6.3 and Appendix F]

Total GHG emissions by 2030 [including Carbon Dioxide (CO_2) and Methane (CH_4)] would **decrease** under the Preferred Alternative, Alternative 2, and No-Action Alternative.

- Preferred Alternative and Alternative 2 would result in greater GHG emission reductions compared with No-Action Alternative.
- Preferred Alternative would result in **highest total GHG emissions reductions** due to the expedited deployment of new ICE vehicles and BEVs.



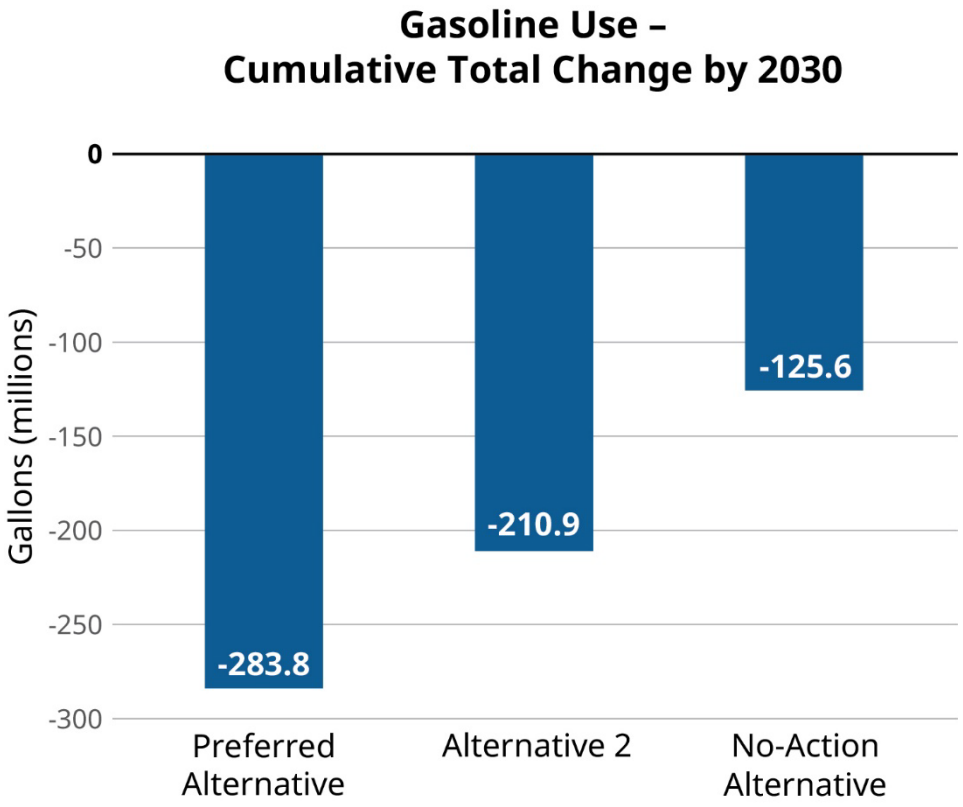
Greenhouse Gas emissions expressed as Carbon Dioxide Equivalent (CO_2e)

Energy Requirements and Conservation

[See Draft SEIS, Section 4-9 and Appendix G]

Total gasoline use by 2030 would **decrease** under the Preferred Alternative, Alternative 2, and No-Action Alternative.

- Replacement of LLVs with new ICE vehicles with improved fuel economy will decrease gasoline needs and consumption.
- Increase in BEVs will decrease gasoline needs and consumption.
- Preferred Alternative and Alternative 2 would result in greater total gasoline use reductions compared with No-Action Alternative.
- Preferred Alternative would result in the **highest total gasoline use reductions** due to the expedited deployment of new ICE vehicles and BEVs.

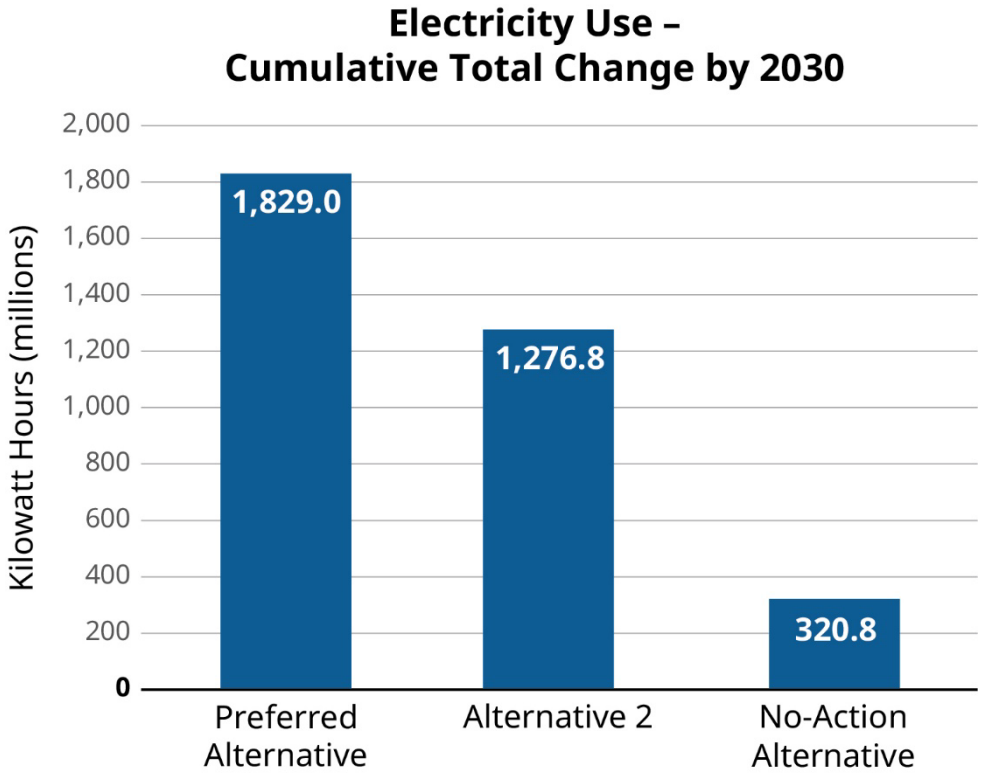


Energy Requirements and Conservation (cont'd)

[See Draft SEIS, Section 4-9 and Appendix G]

Total electricity use by 2030 would **increase** under the Preferred Alternative, Alternative 2, and No-Action Alternative.

- Increase in BEVs will increase electricity needs and consumption.
- Preferred Alternative and Alternative 2 would result in greater total electricity usage compared with No-Action Alternative.
- Preferred Alternative would result in **highest total electricity use** due to expedited deployment of BEVs.
- All alternatives would have negligible effect on national electricity consumption.



Noise [See Draft SEIS Section 4-5 and Appendix E]

- **Vehicle/Traffic Noise:**
  - All three alternatives would have **beneficial effect** at slow speeds (<19 miles per hour [mph]), as BEVs are slightly quieter than ICE vehicles.
  - No effect at speeds above 19 mph.
- **Back-up Alarms:** Some COTS vehicles (Preferred Alternative only) have external back-up alarms as a safety feature.
  - This may result in **minor to moderate adverse impacts** to areas adjacent to major deployment sites depending on number of vehicles with such features and time needed to maneuver in reverse.

Environmental Justice [See Draft SEIS Section 4-11 and Appendix D]

- Environmental Justice (EJ) addresses the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making that affects human health and the environment.
- Postal Service undertook a screening review of 414 facilities (major deployment candidate sites) that may receive a large number of the new vehicles (100 on average).
- Several tools (including EPA's EJSCREEN and CEQ's Climate and Economic Justice Screening Tool) were used to identify EJ communities around these major deployment sites.
- About 84% of potential major deployment sites are located in EJ communities and would experience beneficial effects of newer, cleaner vehicles.

Environmental Justice – Air Quality Example

[See Draft SEIS, Section 4-11 Table 4-11.3]

Estimated Annual Delivery Vehicle Emissions (lbs/yr) at Avg. Major Deployment Site

	Volatile Organic Compounds (VOCs)	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Particulate Matter ($PM_{2.5}$)	Particulate Matter (PM_{10})	Sulfur Dioxide (SO_2)	Greenhouse Gases**
Existing Conditions	262.2	539.5	3,292.9	3.4	9.5	0.4	68,321.7
Preferred Alternative and Alternative 2	1.2	0.4	34.4	0.9	6.7	0.1	18,465.5
Emissions Change	**-99.5%**	**-99.9%**	**-99.0%**	**-73.0%**	**-29.6%**	**-72.2%**	**-73.0%**

Notes:
** Greenhouse Gases expressed as Carbon Dioxide Equivalent (CO_2e)
Direct emissions estimated for each vehicle type on city routes. Emissions reductions (on a percentage basis) on rural routes would be about the same for most pollutants and greater for particulate matter.
Percentages based on emissions values prior to rounding.
Hypothetical Candidate Site Vehicle Mix Considered:
Existing Conditions: 100 LLVs (delivery personally owned vehicles typically do not serve city routes)
Alternatives 1 and 2: 62 BEVs, 38 ICE vehicles

Cumulative Effects and Mitigation [See Draft SEIS, Sections 6 and 7]

- Cumulative effects are effects on environment from proposed action when added to other past, present and reasonably foreseeable future actions.
- Because all Alternatives would involve replacement of older, more polluting vehicles, cumulative effects on environmental resources generally are expected to be less than under existing conditions.
- Given the lack of significant adverse environmental effects that would result from either action alternative, as well as the significant environmental benefits that would accrue from the Preferred Alternative, the Postal Service is not proposing to include any additional mitigation measures in this SEIS.

Public Comments

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Public Comments

- The Postal Service actively seeks input from the public and interested parties regarding the Draft SEIS.
- The public comment period will end on **Monday, August 14, 2023.**
- All comments will be considered during preparation of the Final SEIS, which we anticipate publishing later this year.

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Oral Comments

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2. When called upon, accept the facilitator's request to come off mute and state your name and affiliation, if desired
3. Provide your comment **(for up to 2 minutes)** then mute your microphone and lower your hand by clicking Raise Hand again
4. You may enter the queue as many times as you would like

*Public hearing is in progress. Please click **Raise Hand** if you are interested in providing a comment.*

Written Comments

1. **Zoom Q&A Function Comments**

   Click the **Q&A** button to enter a written comment

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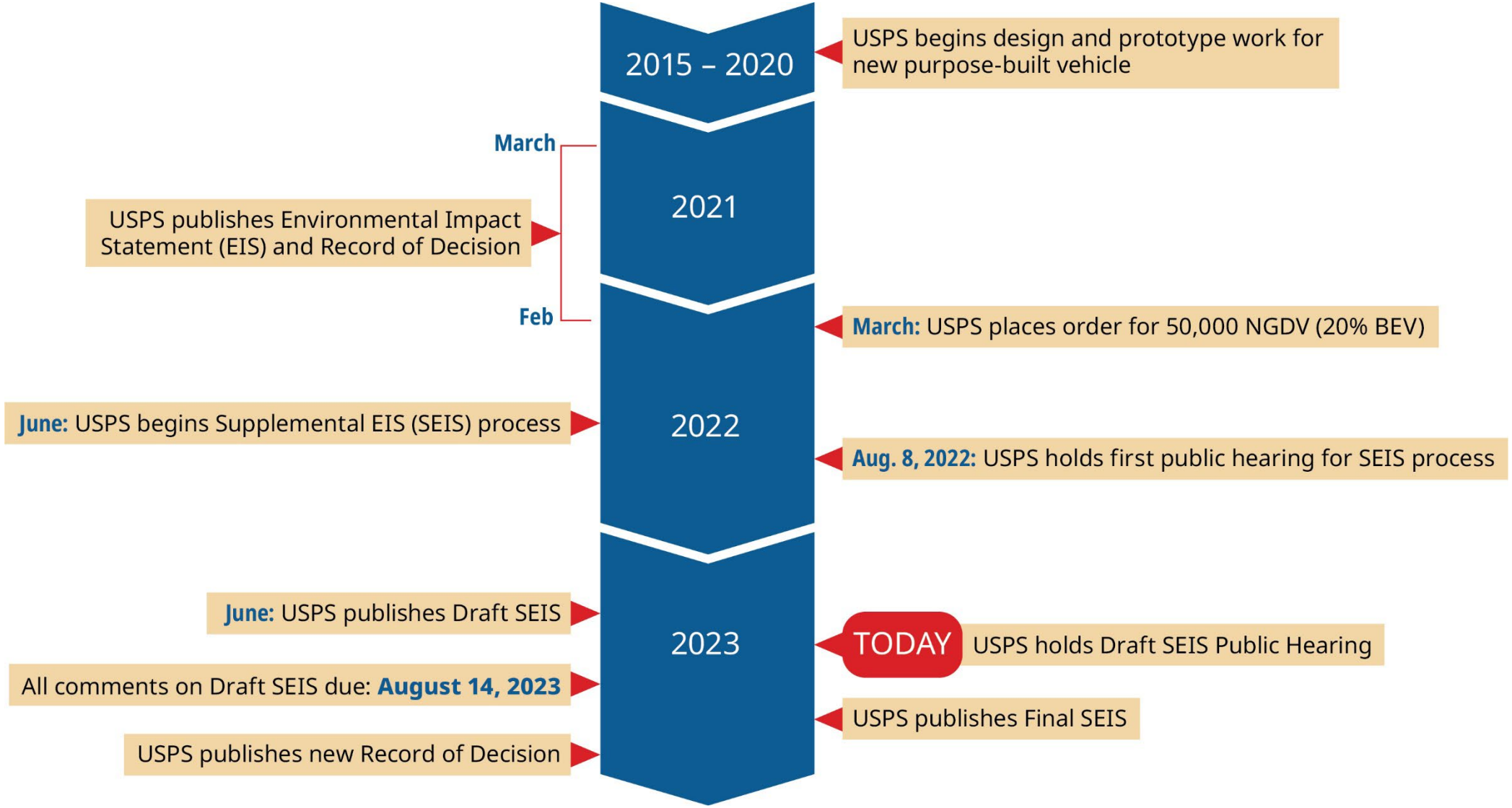

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Consideration Factors for Alternatives [See Draft SEIS, Section 3-2]

1. **Urgent Need** – LLVs in service are 8+ years beyond their 24-year service life
2. **Route Suitability** – not all routes are BEV-compatible
3. **Financial Considerations** – BEVs are significantly more expensive to acquire and require extensive infrastructure investment
4. **Vehicle Procurement Strategy** – smaller, more frequent purchases allows opportunity to increase BEV proportion over time and leverage emerging technologies

Click “Raise Hand” to enter queue to speak for two minutes. Speakers will be unmuted in turn order.
All comments will be addressed in the Final SEIS.

Alternatives Analyzed in Detail [See Draft SEIS, Section 3]

Alternative	Description
Alternative 1 (Preferred): **Mixed Fleet (NGDV & COTS) with Increased BEV Commitment**	1. 60,000 NGDV (75% BEV) 2. 14,500 RHD COTS ICE Vehicles 3. 31,980 LHD/RHD COTS Vehicles or NGDV (66% BEV) **Total Vehicles: 106,480 (62% BEV)** **Timeframe: Six Years**
Alternative 2: **NGDV Only with Increased BEV Commitment**	1. 106,480 NGDV (62% BEV) **Total Vehicles: 106,480 (62% BEV)** **Timeframe: Eight Years**
No-Action Alternative: **NGDV Only with Existing BEV Commitment per Current ROD**	1. 165,000 NGDV (at least 10% BEV) **Total Vehicles: 165,000 (10% BEV)*** **Timeframe: Ten Years** *Only **106,480 NGDV (over eight years) analyzed in SEIS** to ensure fair comparison with Alternatives 1 and 2.

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Summary of Key Vehicle Specifications [See Draft SEIS, Section 3]

LLVs – Internal combustion engine (ICE) vehicles currently in service; the LLV is right-hand drive

NGDV – Both ICE and battery electric (BEV) powertrain vehicles are proposed; the NGDV is right-hand drive

COTS Vehicles – Three types, right-hand drive and left-hand drive ICE vehicles, and left-hand drive BEVs are proposed

Design Specifications	LLV	ICE NGDV	BEV NGDV	RHD COTS ICE	LHD COTS ICE	LHD COTS BEV
Gross Vehicle Weight Rating (pounds)	4,450	8,700	8,700	6,834	8,900	9,500
Mileage (USPS Drive Cycle)	8.8 MPG	12.63 MPG	1.28 mi/kWh	12.1 MPG	11 MPG	1.13 mi/kWh (calculated)
Mileage (UDDS Drive Cycle)	N/A	19.21 MPG	2.0 mi/kWh	19/23 MPG (city/highway) (EPA window sticker rating)	18/26 MPG (city/highway) (EPA window sticker rating)	N/A
Range on Single Charge	N/A	N/A	70 miles	N/A	N/A	77 miles

NGDV = Next Generation Delivery Vehicle COTS = commercial-off-the-shelf (vehicle) ICE = internal combustion engine BEV = battery electric vehicle

RHD = right-hand drive LHD = left-hand drive UDDS = Urban Dynamometer Driving Schedule MPG = miles per gallon mi/kWh = miles per kilowatt hour

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Environmental Analysis

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Summary of Environmental Effects (Alternatives 1 and 2) [See Draft SEIS, Section 4-12.1]

Type and Level of Effect	Resource Area	
Beneficial Effects	• Transportation safety (employee and community) • **Traffic noise** • **Greenhouse gas and other regulated air pollutants (except Sulfur Dioxide) emissions decrease**	• Community emergency services • **Gasoline consumption** • Hazardous waste generation • **Environmental justice communities**
No / Negligible Effects	• Community economics • Employment • Traffic • Accessibility, parking, public transportation	• **Sulfur Dioxide emissions increase** • Community utilities (availability and capacity) • **Electricity consumption** • Solid and hazardous waste treatment and disposal
Minor to Moderate Adverse Effects	• **Backup alarm noise near major vehicle deployment sites (Preferred Alternative only)**	
Significant Effects	• None	

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Air Quality – Methodology [See Draft SEIS, Section 4-6 and Appendix F]

We modeled **direct** and **indirect** emissions for "criteria" pollutants regulated under the Clean Air Act:

- Used state-of-the-science, EPA-approved "MOVES" and "GREET" models for calculating direct and indirect air emissions, respectively
- Direct emissions = emissions from vehicles themselves (tailpipe, fueling, tire wear & tear)
- Indirect emissions = emissions from production of gasoline and electricity
- Pollutants include:
  - Nitrogen Oxides (NO_x), Carbon Monoxide (CO), Sulfur Dioxide (SO_2), Particulate Matter ($PM_{2.5}$ and PM_{10}), and Volatile Organic Compounds (VOCs), which contribute to smog and respiratory health conditions
  - Greenhouse Gases (GHGs), including Carbon Dioxide (CO_2) and Methane (CH_4), which contribute to climate change

Air Quality – Vehicle Comparison [See Draft SEIS Appendix F-4 tables]

- All new vehicles would generate fewer emissions (direct + indirect, combined) per pollutant (grams/mile) than an LLV.
- Emissions* from Existing (Aged) and Proposed (New) Vehicles, in pounds/day for **one vehicle**:

Vehicle	Volatile Organic Compounds (VOCs)	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Particulate Matter ($PM_{2.5}$)	Particulate Matter (PM_{10})	Sulfur Dioxide (SO_2)	Greenhouse Gases**
LLV	*0.400*	*0.434*	*2.993*	*0.005*	*0.016*	*0.008*	*106.97*
Personally Owned Delivery Vehicle	*0.064*	*0.058*	*0.810*	*0.003*	*0.014*	*0.004*	*87.25*
NGDV ICE	0.025	0.019	0.093	0.003	0.014	0.006	74.48
NGDV BEV	0.004	0.023	0.013	0.003	0.015	0.020	32.19
RHD COTS ICE	0.026	0.019	0.094	0.003	0.014	0.006	75.19
LHD COTS ICE	0.028	0.021	0.095	0.003	0.014	0.006	76.86
LHD COTS BEV	0.004	0.026	0.014	0.004	0.016	0.023	36.46
% Change from LLV to NGDV or COTS BEV (avg)	**- 99.0%**	**- 94.3%**	**- 99.5%**	**- 24.4%**	**- 3.3%**	**172.5%**	**- 67.9%**
% Change from LLV to NGDV or COTS ICE (avg)	**- 93.5%**	**- 95.4%**	**- 96.9%**	**- 34.9%**	**- 12.4%**	**- 26.0%**	**- 29.4%**

*Based on a rural curb-line route, in simulation year 2024
**CO_2e (Carbon Dioxide equivalent)
LLV = long-life vehicle NGDV = Next Generation Delivery Vehicle COTS = commercial-off-the-shelf RHD = right-hand drive LHD = left-hand drive
ICE = internal combustion engine BEV = battery electric vehicle

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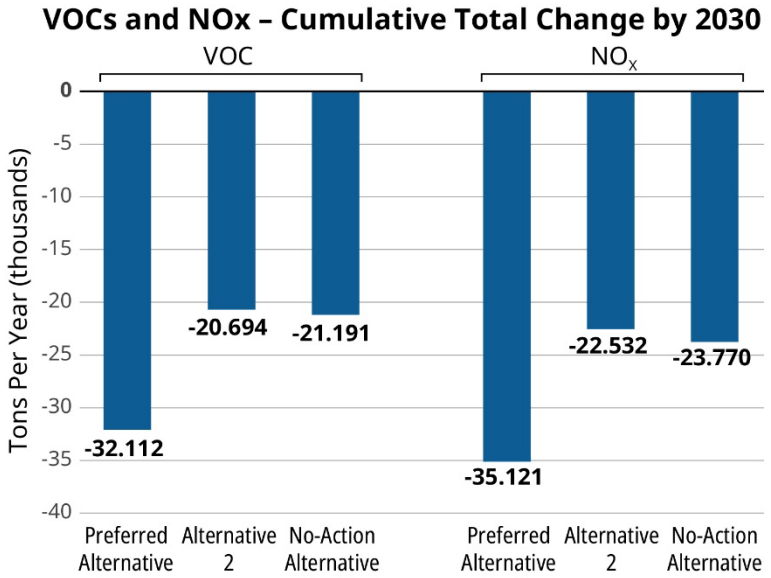
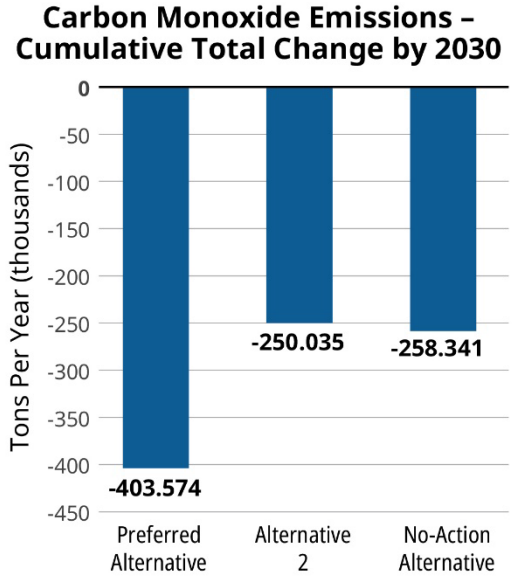
Air Quality – Regulated Pollutants (Except Sulfur Dioxide)

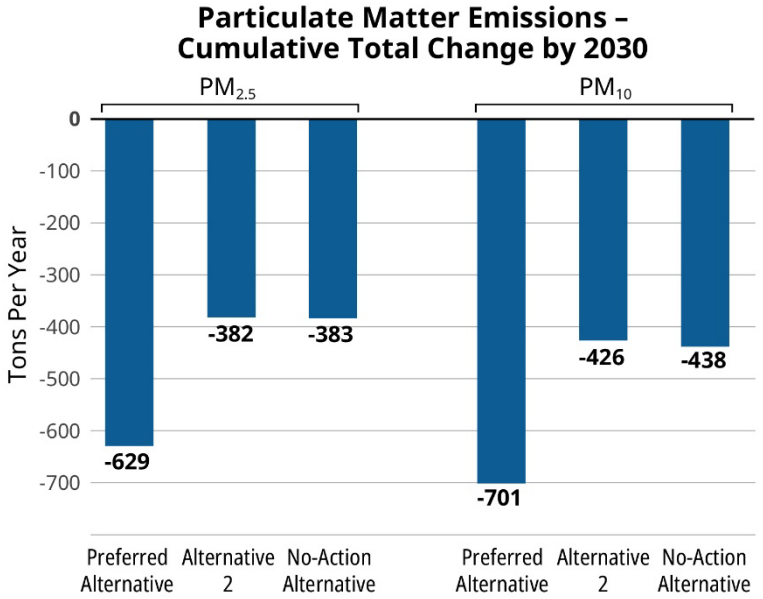
[See Draft SEIS, Section 4-6.2 and Appendix F]

Total regulated pollutant emissions by 2030 would **decrease** under the Preferred Alternative, Alternative 2, and No-Action Alternative.

- Preferred Alternative would have **substantial reduction in total emissions** compared to the No-Action Alternative, due to expedited replacement of LLVs with new ICE vehicles and BEVs.
- Alternative 2 would have total Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO_x), Carbon Monoxide (CO), and Particulate Matter (PM) emissions reductions comparable to No-Action Alternative.







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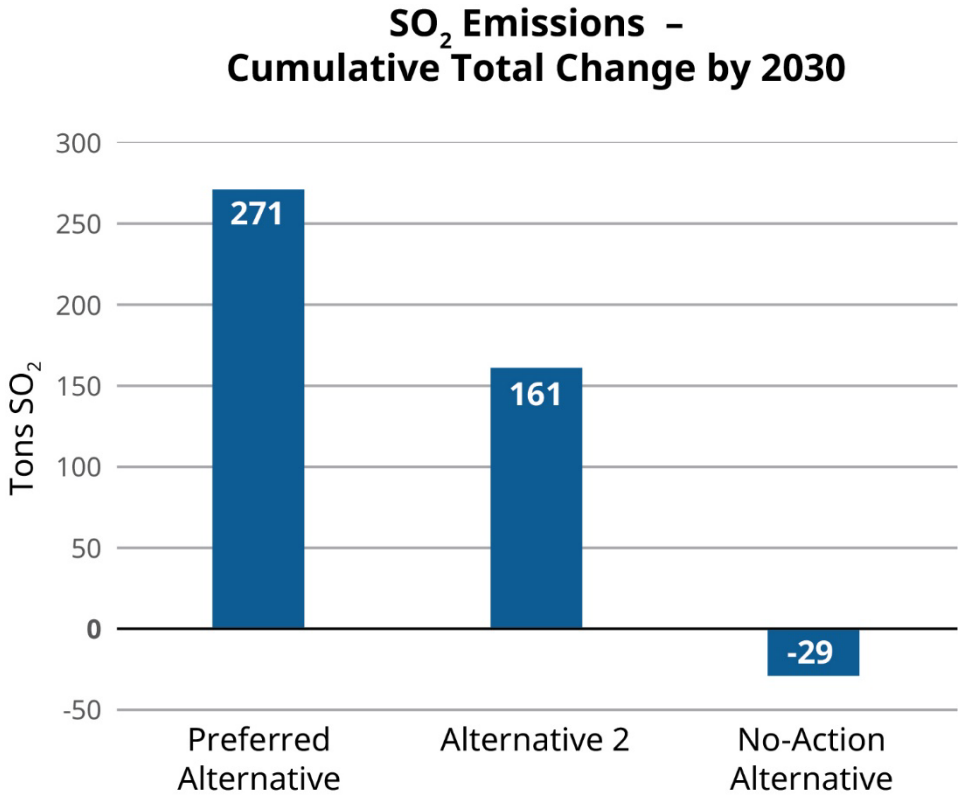
Air Quality – Regulated Pollutants (Sulfur Dioxide)

[See Draft SEIS, Section 4-6.2 and Appendix F]

Total Sulfur Dioxide (SO_2) emissions by 2030 would **increase** under Preferred Alternative and Alternative 2 and **decrease** under No-Action Alternative.

- Upstream electricity generation for increased BEVs results in increased Sulfur Dioxide (SO_2) emissions.
- Preferred Alternative would result in **highest total increase** due to expedited deployment of BEVs. However, the **annual amount** of relative increase **is negligible** in nationwide context.



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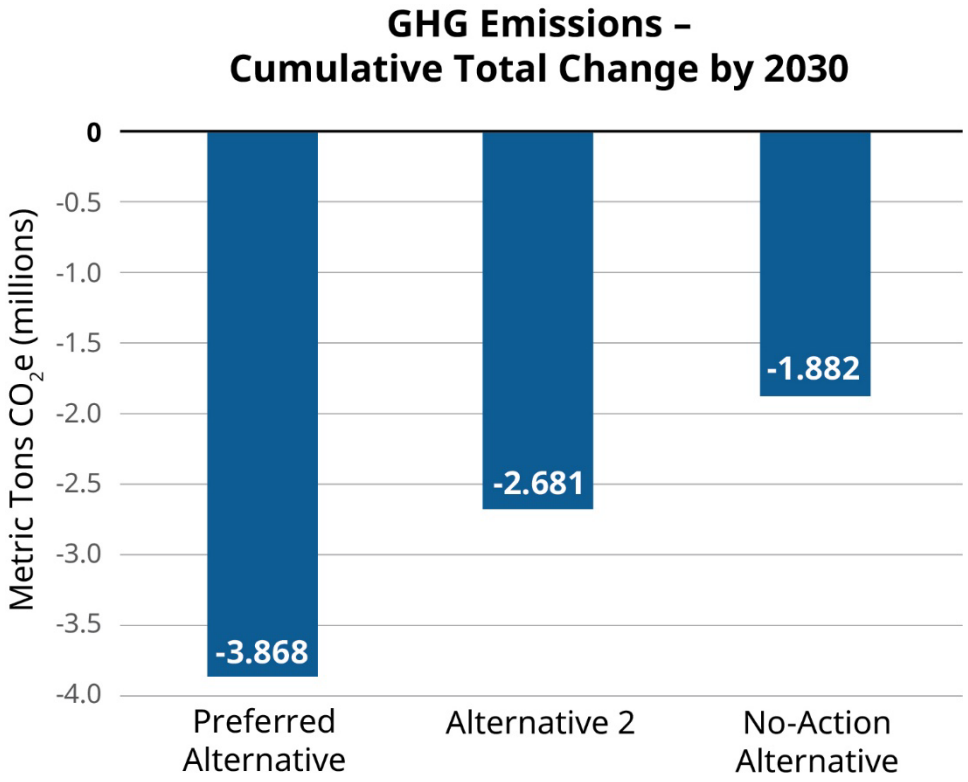
Air Quality – Greenhouse Gases (GHGs)

[See Draft SEIS, Section 4-6.3 and Appendix F]

Total GHG emissions by 2030 [including Carbon Dioxide (CO_2) and Methane (CH_4)] would **decrease** under the Preferred Alternative, Alternative 2, and No-Action Alternative.

- Preferred Alternative and Alternative 2 would result in greater GHG emission reductions compared with No-Action Alternative.
- Preferred Alternative would result in **highest total GHG emissions reductions** due to the expedited deployment of new ICE vehicles and BEVs.



Greenhouse Gas emissions expressed as Carbon Dioxide Equivalent (CO_2e)

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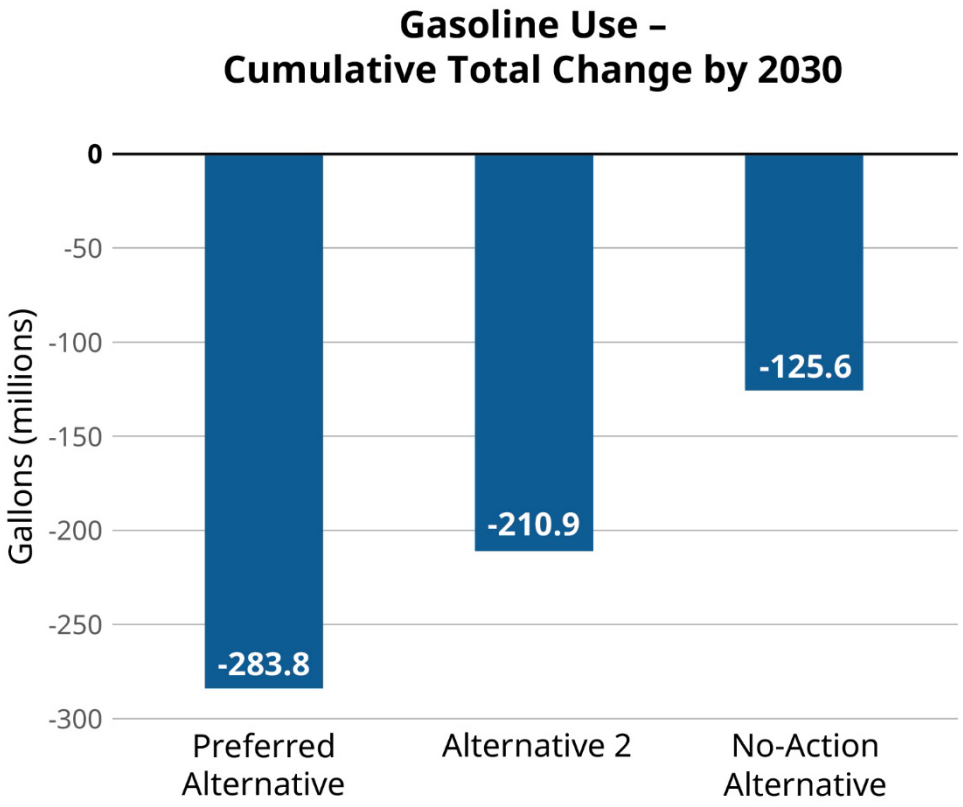
Energy Requirements and Conservation

[See Draft SEIS, Section 4-9 and Appendix G]

Total gasoline use by 2030 would **decrease** under the Preferred Alternative, Alternative 2, and No-Action Alternative.

- Replacement of LLVs with new ICE vehicles with improved fuel economy will decrease gasoline needs and consumption.
- Increase in BEVs will decrease gasoline needs and consumption.
- Preferred Alternative and Alternative 2 would result in greater total gasoline use reductions compared with No-Action Alternative.
- Preferred Alternative would result in the **highest total gasoline use reductions** due to the expedited deployment of new ICE vehicles and BEVs.

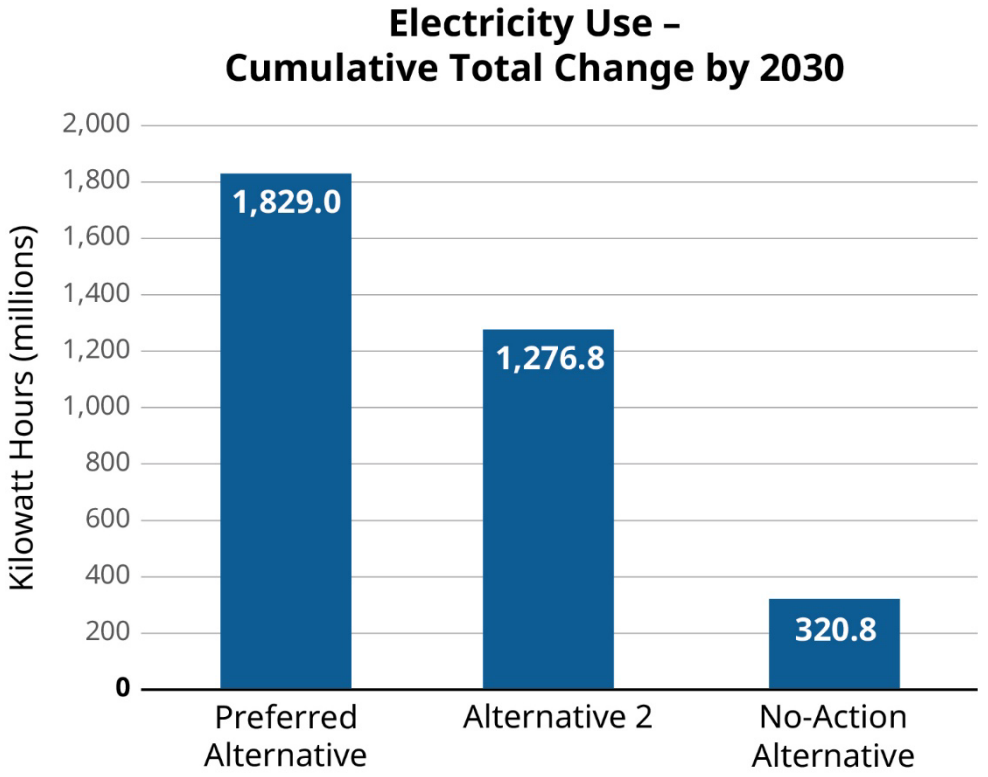


Energy Requirements and Conservation (cont'd)

[See Draft SEIS, Section 4-9 and Appendix G]

Total electricity use by 2030 would **increase** under the Preferred Alternative, Alternative 2, and No-Action Alternative.

- Increase in BEVs will increase electricity needs and consumption.
- Preferred Alternative and Alternative 2 would result in greater total electricity usage compared with No-Action Alternative.
- Preferred Alternative would result in **highest total electricity use** due to expedited deployment of BEVs.
- All alternatives would have negligible effect on national electricity consumption.



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Noise [See Draft SEIS Section 4-5 and Appendix E]

- **Vehicle/Traffic Noise:**
  - All three alternatives would have **beneficial effect** at slow speeds (<19 miles per hour [mph]), as BEVs are slightly quieter than ICE vehicles.
  - No effect at speeds above 19 mph.
- **Back-up Alarms:** Some COTS vehicles (Preferred Alternative only) have external back-up alarms as a safety feature.
  - This may result in **minor to moderate adverse impacts** to areas adjacent to major deployment sites depending on number of vehicles with such features and time needed to maneuver in reverse.

Environmental Justice [See Draft SEIS Section 4-11 and Appendix D]

- Environmental Justice (EJ) addresses the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making that affects human health and the environment.
- Postal Service undertook a screening review of 414 facilities (major deployment candidate sites) that may receive a large number of the new vehicles (100 on average).
- Several tools (including EPA's EJSCREEN and CEQ's Climate and Economic Justice Screening Tool) were used to identify EJ communities around these major deployment sites.
- About 84% of potential major deployment sites are located in EJ communities and would experience beneficial effects of newer, cleaner vehicles.

Environmental Justice – Air Quality Example

[See Draft SEIS, Section 4-11 Table 4-11.3]

Estimated Annual Delivery Vehicle Emissions (lbs/yr) at Avg. Major Deployment Site

	Volatile Organic Compounds (VOCs)	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Particulate Matter ($PM_{2.5}$)	Particulate Matter (PM_{10})	Sulfur Dioxide (SO_2)	Greenhouse Gases**
Existing Conditions	262.2	539.5	3,292.9	3.4	9.5	0.4	68,321.7
Preferred Alternative and Alternative 2	1.2	0.4	34.4	0.9	6.7	0.1	18,465.5
Emissions Change	**-99.5%**	**-99.9%**	**-99.0%**	**-73.0%**	**-29.6%**	**-72.2%**	**-73.0%**

Notes:
** Greenhouse Gases expressed as Carbon Dioxide Equivalent (CO_2e)
Direct emissions estimated for each vehicle type on city routes. Emissions reductions (on a percentage basis) on rural routes would be about the same for most pollutants and greater for particulate matter.
Percentages based on emissions values prior to rounding.
Hypothetical Candidate Site Vehicle Mix Considered:
Existing Conditions: 100 LLVs (delivery personally owned vehicles typically do not serve city routes)
Alternatives 1 and 2: 62 BEVs, 38 ICE vehicles

Cumulative Effects and Mitigation [See Draft SEIS, Sections 6 and 7]

- Cumulative effects are effects on environment from proposed action when added to other past, present and reasonably foreseeable future actions.
- Because all Alternatives would involve replacement of older, more polluting vehicles, cumulative effects on environmental resources generally are expected to be less than under existing conditions.
- Given the lack of significant adverse environmental effects that would result from either action alternative, as well as the significant environmental benefits that would accrue from the Preferred Alternative, the Postal Service is not proposing to include any additional mitigation measures in this SEIS.

Public Comments

Click “Raise Hand” to enter queue to speak for two minutes. Speakers will be unmuted in turn order.
All comments will be addressed in the Final SEIS.

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Public Comments

- The Postal Service actively seeks input from the public and interested parties regarding the Draft SEIS.
- The public comment period will end on **Monday, August 14, 2023.**
- All comments will be considered during preparation of the Final SEIS, which we anticipate publishing later this year.

Click “Raise Hand” to enter queue to speak for two minutes. Speakers will be unmuted in turn order.
All comments will be addressed in the Final SEIS.

This hearing will conclude at 10:00 pm (ET)
Ways to Submit Comments & Questions

Oral Comments

1. Click the **Raise Hand** icon to be placed in the comment queue, who will be unmuted in turn order
2. When called upon, accept the facilitator's request to come off mute and state your name and affiliation, if desired
3. Provide your comment **(for up to 2 minutes)** then mute your microphone and lower your hand by clicking Raise Hand again
4. You may enter the queue as many times as you would like

Public hearing is in progress. Please click **Raise Hand** if you are interested in providing a comment.

Written Comments

1. **Zoom Q&A Function Comments**

   Click the **Q&A** button to enter a written comment

   Include your name and affiliation with your written comment, if desired

2. **Email** to NEPA@usps.gov
3. **U.S. Mail** to
   U.S. Postal Service
   475 L'Enfant Plaza SW, Office 6606
   Washington, D.C. 20260-6201
   Attn: Mr. Davon Collins, Environmental Counsel

IMPORTANT: All comments for this public comment period must be received no later than August 14, 2023. All comments submitted are part of the public record and subject to disclosure. A copy of this presentation will be available at uspsngdveis.com. All comments will be addressed in the Final SEIS.

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