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March 30, 2026

The Honorable David Steiner
Postmaster General
United States Postal Service
475 L'Enfant Plaza, SW
Washington, DC 20260

Dear Postmaster General Steiner:

The request by the United States Postal Service (USPS) to raise postage rates in response to surging gasoline prices is not an unavoidable consequence of market forces. It is the predictable result of the Trump administration's twin assaults on American energy policy: a figurative war on clean, renewable power at home and a literal war in the Middle East that has destabilized global oil markets. For years, the Administration has undermined electric vehicles and other clean energy technologies while doubling down on fossil fuel dependence, slowing the very transition that would have insulated USPS from fuel price volatility. Now, that hostility to electrification has collided with the attack on Iran to produce exactly the kind of price shock that a modernized, electric postal fleet could have mitigated. The American people should not be forced to pay higher postage rates because of this Administration's misguided and short-sighted policy choices.

Before enactment of the Inflation Reduction Act (IRA), the Postal Service's vehicle fleet—the federal government's largest—was overwhelmingly powered by gasoline and made up of aging delivery trucks with poor fuel efficiency and high maintenance costs.¹ This outdated fleet left USPS uniquely exposed to fluctuations in fuel prices, tying its operating costs directly to volatile global oil markets. In other words, the Postal Service's reliance on gasoline was not just a liability to the environment, public health, and postal workers—it was a financial vulnerability. Recognizing this risk, Congress acted to modernize the fleet and reduce USPS's exposure to precisely the type of fuel price spike it now faces.

Through the IRA, Congress provided approximately \$3 billion for USPS to acquire electric delivery vehicles and supporting infrastructure, along with additional funding for broader fleet modernization.² These investments were designed to reduce long-term operating costs, shield the Postal Service from fuel price shocks, and accelerate the transition to a cleaner, more

¹ Melissa N. Diaz, Cong. Rsch. Serv., R47820, *U.S. Postal Service: Electric Delivery Vehicles and Fleet Modernization* (2023), <https://www.congress.gov/crs-product/R47820>.

² Pub. L. No. 117-169, § 70002, 136 Stat. 818, 2086 (2022).

efficient delivery system. The IRA reflected a clear and deliberate legislative judgment by Congress: Electrification is both fiscally responsible and operationally necessary for the Postal Service's long-term sustainability.

Despite this clear directive, almost as soon as the ink was dry on the IRA, congressional Republicans sought to undermine these investments, including through provisions in subsequent legislation that would have forced the liquidation of thousands of electric delivery vehicles already planned or procured.³ Although those efforts ultimately failed, they created uncertainty and reinforced political opposition that slowed progress. This resistance to modernization has had real consequences. It has delayed cost-saving investments, prolonged reliance on volatile fossil fuels, and increased the likelihood that USPS—and its customers—would bear the financial burden of fuel price spikes.

One consequence is that the Postal Service's transition to an electric fleet has proceeded more slowly and incrementally than originally envisioned. The agency began only a gradual rollout of its next-generation vehicles in 2024. Even now, electric vehicles make up only about one percent of the Postal Service's more than 220,000-vehicle fleet, leaving USPS overwhelmingly dependent on gasoline-powered delivery trucks and highly exposed to fuel price volatility.⁴

This outcome is consistent with the broader hostility to electric vehicles exhibited by President Trump and his Administration, including attacks on funding for electric vehicle charging infrastructure.⁵ The Trump administration's obstruction of charging infrastructure programs impedes both the development of charging technologies and a workforce to perform installations. The electrification efforts of the Postal Service depend heavily on the availability of charging infrastructure, the lack of which has been an ongoing source of delays.⁶

President Trump's attacks on clean vehicles and energy projects have not only undermined progress toward cleaner transportation but have increased exposure to fuel price volatility across the economy. For the Postal Service, that policy posture has translated directly into higher operating risk and reduced resilience. Recent geopolitical developments have now laid bare the consequences of these choices. The Trump administration's war against Iran—unlawfully undertaken without congressional authorization—has contributed to instability in global energy markets, including disruptions affecting the Strait of Hormuz, a critical chokepoint for oil shipments. Consequently, gasoline prices in the United States have risen sharply,

³ Brett Foote, *USPS Won't Be Forced to Sell Its EV Delivery Vehicles After All*, Ford Authority (July 4, 2025), <https://fordauthority.com/2025/07/usps-wont-be-forced-to-sell-its-ev-delivery-vehicles-after-all/>.

⁴ Diaz, *supra* note 1; *USPS Expands Electric Vehicle Fleet with Ford and Oshkosh*, GuruFocus News (Dec. 2, 2025), <https://www.gurufocus.com/news/3231078/usps-expands-electric-vehicle-fleet-with-ford-and-oshkosh>.

⁵ Ariana Skibell, *Trump shifts gears to slash EV charging*, Politico (Feb. 10, 2026), <https://www.politico.com/newsletters/power-switch/2026/02/10/trump-shifts-gears-to-slash-ev-charging-00774375>.

⁶ U.S. Postal Service Office of the Inspector General, *Audit Report to the U.S. Postal Service on Fleet Modernization: E-Transit Vehicle Acquisition Update* (Sep. 16, 2025), <https://www.uspsoig.gov/sites/default/files/reports/2025-09/25-063-r25.pdf>.

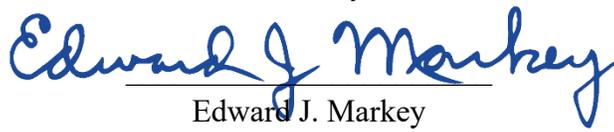
increasing operating costs for fuel-dependent entities such as USPS.⁷ The Postal Service's request for a transportation-related, time-limited price increase is directly tied to these rising fuel costs.⁸ In effect, USPS is now asking the public to absorb the costs of both Trump-induced geopolitical instability and Trump administration domestic policy decisions favoring the fossil fuel industry, which increased exposure to that instability.

A more robustly electrified USPS fleet would have materially reduced this exposure. Electric delivery vehicles, which rely on domestically generated electricity rather than volatile global oil markets, offer significantly more stable and often lower operating costs over time.⁹ Had the Postal Service moved more aggressively to deploy electric vehicles consistent with Congress's directive in the IRA, it could have mitigated—if not avoided—the need to seek postage rate increases driven by fuel price spikes. This is not a hypothetical benefit; it is a direct and foreseeable consequence of electrification.

Accordingly, I urge the Postal Service to withdraw its requested rate increase and to accelerate the electrification of its delivery fleet at the fastest feasible pace. Doing so will reduce long-term fuel costs, protect USPS from future price shocks, and deliver meaningful reductions in greenhouse gas emissions and local air pollution in communities across the country.

I request a detailed response outlining the steps USPS will take to expedite fleet electrification, reduce its reliance on gasoline-powered vehicles, and mitigate exposure to future fuel price volatility.

Sincerely,



Edward J. Markey
United States Senator

⁷ Alex Lawler and Arathy Somasekhar, *Iran war's energy impact forces world to pay up, cut consumption*, Reuters (Mar. 21, 2026), <https://www.reuters.com/business/energy/iran-wars-energy-impact-forces-world-pay-up-cut-consumption-2026-03-21/>.

⁸ United States Postal Service, *USPS Announces Transportation-Related Time-Limited Price Change* (Mar. 25, 2026), <https://about.usps.com/newsroom/national-releases/2026/0325-usps-announces-transportation-related-time-limited-price-change.htm>.

⁹ See Diaz, *supra* note 1.