



Representative Joe Miller, Ohio House District 56
House Transportation & Public Safety Committee - HR 47 Testimony
May 11, 2021

Chairman Baldrige, Vice Chair McClain, Ranking Member Sheehy, and members of the House Transportation & Public Safety Committee, thank you for the opportunity to offer sponsor testimony on House Resolution 47 with my joint sponsor, Representative O'Brien.

At a time when our world is experiencing rising sea levels, heat waves, polar vortices, uncontrollable wildfires, tornados, and so on, we understand that climate change is a real threat to future generations that require real mitigation efforts. According to the U.S. Energy Information Administration, the United States is currently ranked second in the world for the most carbon dioxide emitted annually, right after China. Additionally, Ohio is ranked 23rd for energy consumption in the United States at a whopping 322 million british thermal units consumed per Capita.

We are here to express concerns regarding the United States Postal Service-Oshkosh contract, and support an investigation to ensure that there was no inappropriate political influence involved, and that the contract falls in line with the Biden Administration's Executive Order to completely electrify the USPS vehicle fleet. This resolution follows suit of the concerns that several members of Congress expressed after testimony from Postmaster General Louis DeJoy in the U.S. House Oversight and Reform Committee, where he testified that only 10% of the new fleet will be electric, despite Oshkosh offering an electric vehicle option.

Furthermore, despite President Biden's Executive Order to electrify the entire USPS fleet, Oshkosh and the USPS claim that the vehicles will be "designed to be converted from gas to electric power at a later date", but did not offer any projections of how much this will cost, who will pay for it, or when this will go into effect. Nonetheless, on the eve that the contract was awarded, there was a \$54.2 million late-day block trade in Oshkosh. The contract in total awarded Oshkosh a 10-year agreement for producing as many as 165,000 vehicles valued at nearly \$6 billion.

There are still no answers as to why Oshkosh was awarded this contract over the Workhorse bid, who already supply UPS with electric vehicles that have been proven to withstand the environment and conditions required by delivery vehicles. Companies such as UPS, FEDEX, and Amazon have already begun the switch to cleaner, more environmentally friendly vehicles. In addition, Workhorse owns a 10% stake in

Lordstown Motors, who are set to begin manufacturing electric vehicles at their Northeast Ohio plant.

Given all of this information, House Resolution 47 would do the following:

1. Expresses deep concern with the United States Postal Service decision-making process and recent fleet contract because it undermines the national interest and fails to protect national climate goals;
2. Urges the United States Postal Service to freeze the recently awarded contract to purchase 165,000 new vehicles until an expedited review is conducted to determine there was no inappropriate political influence and that the proposed contract is consistent with the Federal obligations contained in President Joe Biden's Executive Order No. 14008, "Tackling the Climate Crisis at Home and Abroad," and the Paris Climate Accord;
3. Expresses support for the need for a replacement fleet that meets the climate goals of the United States, protects critical supply chains, and promotes a cleaner, more stable future for a burgeoning 21st century domestic vehicle industry; and
4. Urges fair consideration for the purchase of electric trucks from Lordstown Motors, manufactured in Ohio

It is imperative that we as a country take the necessary steps to protect our future generations from the harmful effects of climate change. Moreover, investing in Ohio's auto-manufacturing industry will promote jobs and a greater economy for our State, while encouraging a cleaner environment for our nation as a whole. Thank you for the opportunity to speak on House Resolution 47. Representative O'Brien and I would be happy to answer any questions from the committee after his testimony.