

111TH CONGRESS  
2D SESSION

# H. R. 4711

To provide that the delivery vehicle fleet of the United States Postal Service be replaced by electric motor vehicles.

---

## IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 26, 2010

Mr. CONNOLLY of Virginia (for himself and Ms. NORTON) introduced the following bill; which was referred to the Committee on Oversight and Government Reform

---

## A BILL

To provide that the delivery vehicle fleet of the United States Postal Service be replaced by electric motor vehicles.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Postal Service Electric  
5 Motor Vehicle Act”.

6 **SEC. 2. FINDINGS.**

7 Congress finds that—

8 (1) Postal Service delivery vehicles which oper-  
9 ate using gasoline have an average fuel economy of  
10 8 to 12 miles per gallon;

1           (2) the Inspector General of the United States  
2           Postal Service recently estimated that, for each de-  
3           livery vehicle converted from gasoline to electric, the  
4           Postal Service would save approximately \$1,500 in  
5           fuel costs each year;

6           (3) 97 percent of Postal Service delivery routes  
7           are less than 40 miles long; and

8           (4) it is in the national interest to reduce Amer-  
9           ican dependence on foreign oil and to support do-  
10          mestic automobile manufacturing.

11 **SEC. 3. REQUIREMENTS.**

12          (a) IN GENERAL.—The Postmaster General shall—

13           (1) during each year in the 5-year period begin-  
14           ning on the date of enactment of this Act, replace  
15           at least 10 percent of the gasoline-powered motor ve-  
16           hicles in the Postal fleet with electric motor vehicles;

17           (2) take such measures as may be necessary to  
18           ensure that, by the end of the 5-year period de-  
19           scribed in paragraph (1), at least 75 percent of the  
20           Postal fleet is comprised of electric motor vehicles;  
21           and

22           (3) carry out the preceding provisions of this  
23           subsection, in coordination with local electric dis-  
24           tribution companies, in a manner consistent with the  
25           goals of—

1                   (A) maintaining electric grid reliability;  
2                   and

3                   (B) minimizing charging costs of electric  
4                   motor vehicles in the Postal fleet.

5           (b) BUY AMERICAN.—Notwithstanding any other  
6 provision of law, electric motor vehicles acquired to carry  
7 out this Act shall be electric motor vehicles manufactured  
8 in the United States. The Postmaster General shall ensure  
9 that manufacturers of electric motor vehicles so acquired  
10 solicit competitive bids for electric drive components and  
11 storage devices from domestic manufacturers that partici-  
12 pate in the Department of Energy’s Electric Drive Vehicle  
13 Battery and Component Manufacturing Initiative (or suc-  
14 cessor program, as determined by the Postmaster General  
15 in consultation with the Secretary of Energy).

16           (c) OVERSIGHT.—Not later than 30 days after the  
17 end of each fiscal year, the Postal Service shall submit  
18 to the Postal Regulatory Commission a report that in-  
19 cludes a detailed accounting of the expenditures made,  
20 savings realized, and revenues received by the Postal Serv-  
21 ice pursuant to this section. Within 90 days after receiving  
22 a report under the preceding sentence, the Postal Regu-  
23 latory Commission shall submit to Congress a copy of such  
24 report, together with any findings and recommendations  
25 which the Commission considers appropriate. In addition

1 to any information otherwise required, each report under  
2 this subsection shall include—

3 (1) an assessment of how replacing gasoline-  
4 powered motor vehicles with electric motor vehicles  
5 meets goals or objectives established by the Postal  
6 Service for the replacement of the Postal fleet; and

7 (2) the economic and environmental impact  
8 which the actions taken by the Postal Service under  
9 subsection (a) have had, including with respect to—

10 (A) projected per vehicle operating costs  
11 per mile;

12 (B) projected revenues from vehicle-to-grid  
13 and other grid-related services; and

14 (C) emissions reduction and other environ-  
15 mental benefits.

16 **SEC. 4. DEFINITIONS.**

17 For purposes of this Act—

18 (1) the term “motor vehicle” means any self-  
19 propelled vehicle designed for transporting persons  
20 or property on a street or highway;

21 (2) the term “electric motor vehicle” means a  
22 motor vehicle powered solely by an electric motor  
23 that draws current from rechargeable storage bat-  
24 teries, fuel cells, photovoltaic arrays, or other  
25 sources of electric current;

1           (3) the term “Postal fleet” means that portion  
2 of the Federal fleet (within the meaning of section  
3 303(b) of the Energy Policy Act of 1992 (42 U.S.C.  
4 13212(b)) which is owned, operated, leased, or oth-  
5 erwise controlled by or assigned to the Postal Serv-  
6 ice and used primarily in the delivery of mail;

7           (4) the term “Postal Service” means the United  
8 States Postal Service; and

9           (5) the term “United States”, as used in a geo-  
10 graphical sense, includes the District of Columbia,  
11 the Commonwealth of Puerto Rico, the United  
12 States Virgin Islands, Guam, American Samoa, the  
13 Commonwealth of the Northern Mariana Islands,  
14 and any other Commonwealth, territory, or posses-  
15 sion of the United States.

○