

114TH CONGRESS  
1ST SESSION

# H. R. 1963

To provide for the upgrade of the vehicle fleet of the United States Postal Service, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

APRIL 22, 2015

Mr. HUFFMAN (for himself, Mr. CONNOLLY, and Mr. TAKAI) introduced the following bill; which was referred to the Committee on Oversight and Government Reform, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

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## A BILL

To provide for the upgrade of the vehicle fleet of the United States Postal Service, and for other purposes.

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 “Federal Leadership  
5 in Energy Efficient Transportation Act of 2015” or the  
6 “FLEET Act of 2015”.

1 **SEC. 2. PURPOSES.**

2 The purposes of this Act are to provide for the up-  
3 grade of the vehicle fleet of the United States Postal Serv-  
4 ice, to improve mail delivery services to benefit customers  
5 and the environment, to increase savings by reducing  
6 maintenance or other costs, and to set benchmarks to  
7 maximize fuel economy and reduce emissions for the Post-  
8 al fleet with the goal of making the Postal Service a na-  
9 tional leader in efficiency and technology innovation.

10 **SEC. 3. AUTHORITY TO ENTER INTO ENERGY SAVINGS PER-**  
11 **FORMANCE CONTRACTS.**

12 Section 804(4) of the National Energy Conservation  
13 Policy Act (42 U.S.C. 8287c(4)) is amended—

14 (1) in subparagraph (A), by striking “or” after  
15 the semicolon;

16 (2) in subparagraph (B), by striking the period  
17 at the end and inserting “; or”; and

18 (3) by adding at the end the following new sub-  
19 paragraph:

20 “(C) in the case of a contract in which the  
21 United States Postal Service is a party—

22 “(i) the purchase or lease of low emis-  
23 sion and fuel efficient vehicles;

24 “(ii) a measure to upgrade a vehicle  
25 owned, operated, leased, or otherwise con-  
26 trolled by or assigned to the United States

1           Postal Service to increase average fuel  
2           economy and reduce the emissions of car-  
3           bon dioxide of such vehicle; or

4                   “(iii) the construction or maintenance  
5           of infrastructure, including electric vehicle  
6           charging stations, to support vehicles de-  
7           scribed in clauses (i) and (ii).”.

8 **SEC. 4. AUTHORITY TO ENTER INTO UTILITY ENERGY**  
9                   **SERVICE CONTRACTS.**

10         Section 546 of the National Energy Conservation  
11 Policy Act (42 U.S.C. 8256) is amended in subsection  
12 (c)(1) by inserting “(including measures to support the  
13 use of low emission and fuel efficient vehicles owned, oper-  
14 ated, leased, or otherwise controlled by or assigned to the  
15 United States Postal Service and measures to support con-  
16 struction and maintenance of infrastructure to support  
17 such vehicles, including electric vehicle charging sta-  
18 tions)”, after “demand”.

19 **SEC. 5. UPGRADE OF POSTAL FLEET.**

20         (a) **POSTAL FLEET REQUIREMENTS.**—

21                 (1) **MOTOR VEHICLE STANDARDS.**—The Post-  
22 master General may not award a contract for a con-  
23 tracted vehicle, or purchase or lease a motor vehicle  
24 for use by the Postal Service, unless, at a min-  
25 imum—

1 (A) in the case of a passenger car, the car  
2 meets—

3 (i) with respect to emissions of carbon  
4 dioxide, the more stringent of—

5 (I) the applicable standards de-  
6 veloped by the Environmental Protec-  
7 tion Agency under title II of the Clean  
8 Air Act (42 U.S.C. 7521 et seq.); or

9 (II) on average, less than 235  
10 grams per mile; and

11 (ii) with respect to average fuel econ-  
12 omy, the more stringent of—

13 (I) the applicable average fuel  
14 economy standards developed by the  
15 National Highway Traffic Safety Ad-  
16 ministration under chapter 329 of  
17 title 49, United States Code; or

18 (II) 37.8 miles per gallon;

19 (B) in the case of a light truck, the truck  
20 meets—

21 (i) with respect to emissions of carbon  
22 dioxide, the more stringent of—

23 (I) the applicable standards de-  
24 veloped by the Environmental Protec-

1                   tion Agency under title II of the Clean  
2                   Air Act (42 U.S.C. 7521 et seq.); or

3                   (II) on average, less than 310  
4                   grams per mile; and

5                   (ii) with respect to average fuel econ-  
6                   omy, the more stringent of—

7                   (I) the applicable average fuel  
8                   economy standards developed by the  
9                   National Highway Traffic Safety Ad-  
10                  ministration under chapter 329 of  
11                  title 49, United States Code; or

12                  (II) 28.8 miles per gallon; and

13                  (C) in the case of a medium-duty or heavy-  
14                  duty vehicle, the vehicle complies with applica-  
15                  ble standards—

16                  (i) for emissions of carbon dioxide de-  
17                  veloped by the Environmental Protection  
18                  Agency under title II of the Clean Air Act  
19                  (42 U.S.C. 7521 et seq.); and

20                  (ii) for average fuel economy devel-  
21                  oped by the National Highway Traffic  
22                  Safety Administration under chapter 329  
23                  of title 49, United States Code.

24                  (2) APPLICABILITY.—The standards described  
25                  in paragraph (1) shall apply to contracted vehicles

1 and motor vehicles purchased or leased for use by  
2 the Postal Service after the date that is 1 year after  
3 the date of enactment of this Act.

4 (3) REDUCTION IN CONSUMPTION OF PETRO-  
5 LEUM PRODUCTS.—The Postmaster General shall  
6 reduce the total consumption of petroleum products  
7 by motor vehicles in the Postal fleet by a minimum  
8 of 2 percent annually through the end of fiscal year  
9 2026, relative to the baseline established for fiscal  
10 year 2005.

11 (b) REPLACING VEHICLES WITHIN THE POSTAL  
12 FLEET.—The Postmaster General shall conduct a cost-  
13 benefit analysis of motor vehicles in the Postal fleet to  
14 determine if the cost to maintain any such vehicle out-  
15 weighs the benefit or savings of replacing the vehicle.

16 (c) ROUTE REQUIREMENTS.—To inform and  
17 prioritize purchases, the Postmaster General shall review  
18 and identify Postal delivery routes, including geography  
19 and types of motor vehicle that could be used on such  
20 routes, to determine if motor vehicles used on such routes  
21 can be replaced with motor vehicles that use technologies  
22 that increase average fuel economy or reduce emissions of  
23 carbon dioxide.

24 (d) REPORTING REQUIREMENTS.—The Postmaster  
25 General shall submit a report to Congress—

1           (1) not later than 1 year after the date of en-  
2           actment of this Act, that contains a plan to achieve  
3           the requirements of subsection (a) and recommenda-  
4           tions for vehicle body design specifications for motor  
5           vehicles purchased for the Postal fleet that would in-  
6           crease average fuel economy and reduce emissions of  
7           carbon dioxide of any such vehicle; and

8           (2) annually, that describes—

9                 (A) the progress in meeting the annual  
10              target described in subsection (a)(3); and

11              (B) any changes to Postal delivery routes  
12              or motor vehicle purchase strategies made pur-  
13              suant to subsection (c).

14         (e) RESTRICTIONS.—To meet the requirements of  
15         this Act, the Postmaster General may not—

16           (1) reduce the frequency of delivery of mail to  
17           fewer than 6 days each week;

18           (2) close post offices or postal distribution fa-  
19           cilities;

20           (3) take any action that would restrict or di-  
21           minish a collective bargaining agreement or elimi-  
22           nate or reduce any employee benefits; or

23           (4) enter into a contract with a private com-  
24           pany to perform duties that, as of the date of enact-

1       ment of this Act, are performed by bargaining unit  
2       employees.

3 **SEC. 6. DEFINITIONS.**

4       In this Act, the following definitions apply:

5           (1) **CONTRACTED VEHICLE.**—The term “con-  
6       tracted vehicle”—

7                   (A) means any motor vehicle used in car-  
8       rying out a contract for surface mail delivery  
9       pursuant to section 5005(a)(3) of title 39,  
10      United States Code; and

11                   (B) does not include any motor vehicle  
12      used in carrying out a contract for surface mail  
13      delivery pursuant to sections 406 and 407 of  
14      such title.

15           (2) **MOTOR VEHICLE.**—The term “motor vehi-  
16      cle” means any self-propelled vehicle designed for  
17      transporting persons or property on a street or high-  
18      way.

19           (3) **POSTAL DELIVERY ROUTE.**—The term  
20      “Postal delivery route” means the transportation  
21      route for surface mail delivery.

22           (4) **POSTAL FLEET.**—The term “Postal fleet”  
23      means any vehicle that is owned, operated, leased, or  
24      otherwise controlled by or assigned to the Postal  
25      Service.



1           (5) POSTAL SERVICE.—The term “Postal Serv-  
2           ice” means the United States Postal Service.

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