

118TH CONGRESS
1ST SESSION

H. R. 912

To require the Comptroller General of the United States to conduct an analysis of the costs of converting light-duty vehicles in the Federal fleet to electric vehicles, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 9, 2023

Mr. FEENSTRA (for himself, Mr. BOST, Mr. FLOOD, Mrs. HINSON, Mr. FINSTAD, and Mrs. MILLER-MEEKS) introduced the following bill; which was referred to the Committee on Oversight and Accountability, 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

A BILL

To require the Comptroller General of the United States to conduct an analysis of the costs of converting light-duty vehicles in the Federal fleet to electric vehicles, 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 “Comparison of Sus-
5 tainable Transportation Act” or the “COST Act”.

1 **SEC. 2. COST ANALYSIS OF CONVERTING FEDERAL FLEET**
2 **TO ELECTRIC VEHICLES.**

3 (a) COST ANALYSIS.—The Comptroller General of
4 the United States shall conduct—

5 (1) an analysis of the costs of replacing the
6 light-duty vehicles in the Federal fleet that are
7 fueled by gasoline with electric vehicles, including
8 plug-in hybrid electric vehicles; and

9 (2) an analysis of the costs of replacing the
10 light-duty vehicles in the Federal fleet that are
11 fueled by gasoline with flex-fuel ethanol vehicles.

12 (b) INCLUSIONS.—Each analysis conducted under
13 subsection (a) shall include the costs necessary for deploy-
14 ment of infrastructure for each applicable type of electric
15 vehicle or flex-fuel ethanol vehicle that it is feasible to be
16 used in the Federal fleet nationwide.

17 (c) PUBLICATION.—Not later than 1 year after the
18 date of enactment of this Act, the Comptroller General
19 shall publish online the cost analyses conducted under sub-
20 section (a).

21 **SEC. 3. ANALYSIS OF LIFECYCLE EMISSIONS OF E85 CAPA-**
22 **BLE FLEX-FUEL AND ELECTRIC VEHICLES.**

23 (a) ANALYSIS.—The Secretary of Energy, utilizing
24 the most recent Greenhouse gases, Regulated Emissions,
25 and Energy use in Transportation model (commonly re-
26 ferred to as the “GREET model”) developed by Argonne

1 National Laboratory, shall conduct a lifecycle analysis of
2 greenhouse gas emissions from each of the following types
3 of vehicles:

4 (1) A conventional gasoline vehicle.

5 (2) An E85 capable flex-fuel vehicle.

6 (3) A battery electric vehicle.

7 (b) REPORT.—Not later than 1 year after the date
8 of enactment of this Act, the Secretary of Energy shall
9 submit to the Committee on Science, Space, and Tech-
10 nology of the House of Representatives, and the Com-
11 mittee on Commerce, Science, and Transportation of the
12 Senate a report on the lifecycle analyses conducted under
13 subsection (a).

14 **SEC. 4. DEFINITIONS.**

15 In this Act:

16 (1) E85.—The term “E85” means a fuel con-
17 taining 85 percent ethanol and 15 percent gasoline.

18 (2) FEDERAL FLEET.—The term “Federal
19 fleet” means the fleet of federally owned or operated
20 motor vehicles as reported in the most recent Fed-
21 eral Fleet Report of the General Services Adminis-
22 tration.

1 (3) LIGHT-DUTY VEHICLE.—The term “light-
2 duty vehicle” means a vehicle with a gross vehicle
3 weight rating of less than or equal to 8,500 pounds.

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