

**AMENDMENT TO THE RULES COMMITTEE PRINT
FOR H.R. 8
OFFERED BY MR. HUFFMAN OF CALIFORNIA**

At the end of subtitle A of title IV, add the following
new chapter:

**1 CHAPTER ____—FEDERAL LEADERSHIP IN
2 ENERGY EFFICIENT TRANSPORTATION
3 SEC. ____. SHORT TITLE.**

4 This chapter may be cited as the “Federal Leader-
5 ship in Energy Efficient Transportation Act of 2015” or
6 the “FLEET Act of 2015”.

7 SEC. ____. PURPOSES.

8 The purposes of this chapter are to provide for the
9 upgrade of the vehicle fleet of the United States Postal
10 Service, to improve mail delivery services to benefit cus-
11 tomers and the environment, to increase savings by reduc-
12 ing maintenance or other costs, and to set benchmarks
13 to maximize fuel economy and reduce emissions for the
14 Postal fleet with the goal of making the Postal Service
15 a national leader in efficiency and technology innovation.

1 **SEC. ____ . AUTHORITY TO ENTER INTO ENERGY SAVINGS**
2 **PERFORMANCE CONTRACTS.**

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

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

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

9 (3) by adding at the end the following new sub-
10 paragraph:

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

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

15 “(ii) a measure to upgrade a vehicle
16 owned, operated, leased, or otherwise con-
17 trolled by or assigned to the United States
18 Postal Service to increase average fuel
19 economy and reduce the emissions of car-
20 bon dioxide of such vehicle; or

21 “(iii) the construction or maintenance
22 of infrastructure, including electric vehicle
23 charging stations, to support vehicles de-
24 scribed in clauses (i) and (ii).”.

1 **SEC. ____ . AUTHORITY TO ENTER INTO UTILITY ENERGY**
2 **SERVICE CONTRACTS.**

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

12 **SEC. ____ . UPGRADE OF POSTAL FLEET.**

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

14 (1) **MOTOR VEHICLE STANDARDS.—**The Post-
15 master General may not award a contract for a con-
16 tracted vehicle, or purchase or lease a motor vehicle
17 for use by the Postal Service, unless, at a min-
18 imum—

19 (A) in the case of a passenger car, the car
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-
25 tion Agency under title II of the Clean
26 Air Act (42 U.S.C. 7521 et seq.); or

1 (II) on average, less than 235
2 grams per mile; and

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

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

10 (II) 37.8 miles per gallon;

11 (B) in the case of a light truck, the truck
12 meets—

13 (i) with respect to emissions of carbon
14 dioxide, the more stringent of—

15 (I) the applicable standards de-
16 veloped by the Environmental Protec-
17 tion Agency under title II of the Clean
18 Air Act (42 U.S.C. 7521 et seq.); or

19 (II) on average, less than 310
20 grams per mile; and

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

23 (I) the applicable average fuel
24 economy standards developed by the
25 National Highway Traffic Safety Ad-

1 ministration under chapter 329 of
2 title 49, United States Code; or

3 (II) 28.8 miles per gallon; and

4 (C) in the case of a medium-duty or heavy-
5 duty vehicle, the vehicle complies with applica-
6 ble standards—

7 (i) for emissions of carbon dioxide de-
8 veloped by the Environmental Protection
9 Agency under title II of the Clean Air Act
10 (42 U.S.C. 7521 et seq.); and

11 (ii) for average fuel economy devel-
12 oped by the National Highway Traffic
13 Safety Administration under chapter 329
14 of title 49, United States Code.

15 (2) APPLICABILITY.—The standards described
16 in paragraph (1) shall apply to contracted vehicles
17 and motor vehicles purchased or leased for use by
18 the Postal Service after the date that is 1 year after
19 the date of enactment of this Act.

20 (3) REDUCTION IN CONSUMPTION OF PETRO-
21 LEUM PRODUCTS.—The Postmaster General shall
22 reduce the total consumption of petroleum products
23 by motor vehicles in the Postal fleet by a minimum
24 of 2 percent annually through the end of fiscal year

1 2026, relative to the baseline established for fiscal
2 year 2005.

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

8 (c) ROUTE REQUIREMENTS.—To inform and
9 prioritize purchases, the Postmaster General shall review
10 and identify Postal delivery routes, including geography
11 and types of motor vehicle that could be used on such
12 routes, to determine if motor vehicles used on such routes
13 can be replaced with motor vehicles that use technologies
14 that increase average fuel economy or reduce emissions of
15 carbon dioxide.

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

18 (1) not later than 1 year after the date of en-
19 actment of this Act, that contains a plan to achieve
20 the requirements of subsection (a) and recommenda-
21 tions for vehicle body design specifications for motor
22 vehicles purchased for the Postal fleet that would in-
23 crease average fuel economy and reduce emissions of
24 carbon dioxide of any such vehicle; and

25 (2) annually, that describes—

1 (A) the progress in meeting the annual
2 target described in subsection (a)(3); and

3 (B) any changes to Postal delivery routes
4 or motor vehicle purchase strategies made pur-
5 suant to subsection (c).

6 (e) RESTRICTIONS.—To meet the requirements of
7 this chapter, the Postmaster General may not—

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

10 (2) close post offices or postal distribution fa-
11 cilities;

12 (3) take any action that would restrict or di-
13 minish a collective bargaining agreement or elimi-
14 nate or reduce any employee benefits; or

15 (4) enter into a contract with a private com-
16 pany to perform duties that, as of the date of enact-
17 ment of this Act, are performed by bargaining unit
18 employees.

19 **SEC. ____ . DEFINITIONS.**

20 In this chapter, the following definitions apply:

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

23 (A) means any motor vehicle used in car-
24 rying out a contract for surface mail delivery

1 pursuant to section 5005(a)(3) of title 39,
2 United States Code; and

3 (B) does not include any motor vehicle
4 used in carrying out a contract for surface mail
5 delivery pursuant to sections 406 and 407 of
6 such title.

7 (2) MOTOR VEHICLE.—The term “motor vehi-
8 cle” means any self-propelled vehicle designed for
9 transporting persons or property on a street or high-
10 way.

11 (3) POSTAL DELIVERY ROUTE.—The term
12 “Postal delivery route” means the transportation
13 route for surface mail delivery.

14 (4) POSTAL FLEET.—The term “Postal fleet”
15 means any vehicle that is owned, operated, leased, or
16 otherwise controlled by or assigned to the Postal
17 Service.

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

