

110TH CONGRESS
2D SESSION

S. 3266

To require Congress and Federal departments and agencies to reduce the annual consumption of gasoline of the Federal Government.

IN THE SENATE OF THE UNITED STATES

JULY 15, 2008

Mr. WARNER introduced the following bill; which was read twice and referred to the Committee on Homeland Security and Governmental Affairs

A BILL

To require Congress and Federal departments and agencies to reduce the annual consumption of gasoline of the Federal Government.

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 “Immediate Steps to
5 Conserve Gasoline Act”.

6 **SEC. 2. FEDERAL CONSERVATION OF GASOLINE.**

7 (a) FINDINGS.—Congress finds that—

8 (1) each day, as Americans contend with rising
9 gasoline prices, personal stories reflect the ways in
10 which Americans are altering their family budgets,

1 including food budgets, to cope with record high gas-
2 oline costs;

3 (2) as a consequence of economic pressures,
4 Americans are taking initiatives to reduce consump-
5 tion of gasoline, such as—

6 (A) driving less frequently;

7 (B) altering daily routines; and

8 (C) changing, or even cancelling, family va-
9 cation plans;

10 (3) the conservation efforts being taken by
11 Americans, on their own initiative, bring hardships
12 but save funds that can be redirected—

13 (A) to meet essential family needs; and

14 (B) to relieve, to some extent, the demand
15 for gasoline;

16 (4) just as individuals are taking initiatives to
17 reduce gasoline consumption, the Federal Govern-
18 ment, including Congress, should take initiatives to
19 conserve gasoline;

20 (5) such Government-wide initiatives to con-
21 serve gasoline would send a signal to Americans that
22 the Federal Government—

23 (A) recognizes the burdens imposed by un-
24 precedented gasoline costs; and

1 (B) will participate in activities to reduce
2 gasoline consumption;

3 (6) an overall reduction of gasoline consumption
4 by the Federal Government by even 3 percentage
5 points would send a strong signal that, as a nation,
6 the United States is working to conserve energy;

7 (7) in 2005, policies directed at reducing the
8 usage of energy in Federal agency and department
9 buildings by 20 percent by 2015, at a rate of a 2-
10 percent reduction per calendar year, were enacted by
11 the President and Congress;

12 (8) in 2007, policies increasing the energy re-
13 duction goal to 30 percent by 2015, at a rate of a
14 3-percent reduction per calendar year, were enacted
15 by the President and Congress; and

16 (9) Congress and the President should extend
17 the precedent of those mandatory conservation ini-
18 tiatives taken in 2005 and 2007 to usage by the
19 Federal Government of gasoline.

20 (b) REDUCTION OF GASOLINE USAGE BY FEDERAL
21 DEPARTMENTS AND AGENCIES.—For fiscal year 2009,
22 each Federal department and agency shall develop and
23 carry out initiatives to reduce by not less than 3 percent
24 the annual consumption of gasoline by the department or
25 agency.

1 (c) CONGRESSIONAL CONSERVATION OF GASO-
 2 LINE.—For fiscal year 2009, Congress shall develop and
 3 carry out initiatives to reduce by not less than 3 percent
 4 the annual consumption of gasoline by Congress.

5 **SEC. 3. STUDIES AND REPORTS ON NATIONAL SPEED LIMIT**
 6 **AND FUTURE GASOLINE CONSERVATION.**

7 (a) NATIONAL SPEED LIMIT.—

8 (1) IN GENERAL.—Not later than 60 days after
 9 the date of enactment of this Act, the Administrator
 10 of the Energy Information Administration shall con-
 11 duct, and submit to Congress a report describing the
 12 results of, a study of the potential transportation
 13 fuel savings of imposing a national speed limit on
 14 highways on the Interstate System of 60 miles per
 15 hour.

16 (2) INCLUSIONS.—The study under paragraph
 17 (1) shall include—

18 (A) an examination of the fuel efficiency of
 19 automobiles in use as of the date on which the
 20 study is conducted;

21 (B) a description of the range at which
 22 those automobiles are most fuel-efficient on
 23 highways on the Interstate System;

24 (C) an analysis of actions carried out by
 25 the Federal Government, with the full support

1 of Congress, during the 1973–1974 energy cri-
2 sis, resulting in a national speed limit on high-
3 ways on the Interstate System of 55 miles per
4 hour, which remained in effect until 1995;

5 (D) a recognition that in 1974, when fewer
6 than 137,000,000 cars traveled in the United
7 States (as compared to 250,000,000 cars in
8 2006) and only 30 percent of United States oil
9 was imported from foreign sources (as com-
10 pared to 60 percent of oil so imported on the
11 date of enactment of this Act), 167,000 barrels
12 of oil per day were saved by the imposition of
13 a national speed limit, such that greater savings
14 are possible on the date of enactment of this
15 Act than the savings realized in 1974; and

16 (E) a determination of whether a limita-
17 tion on the national speed limit on highways on
18 the Interstate System similar to the limitation
19 described in subparagraph (C) could serve as a
20 model to generate gasoline savings, through a
21 national speed limit on highways on the Inter-
22 state System of 60 miles per hour, given the
23 improved fuel efficiency of automobile engines
24 in use on the date of enactment of this Act.

25 (b) FUTURE GASOLINE CONSERVATION.—

1 (1) IN GENERAL.—Not later than 60 days after
2 the date of enactment of this Act, the Comptroller
3 General of the United States shall conduct, and sub-
4 mit to the Committees on Homeland Security and
5 Governmental Affairs, Environment and Public
6 Works, and Energy and Natural Resources of the
7 Senate and the Committees on House Administra-
8 tion, Transportation and Infrastructure, and Energy
9 and Commerce of the House of Representatives a re-
10 port describing the results of, a study to determine
11 whether additional gasoline reduction measures by
12 Federal departments and agencies and Congress are
13 technically feasible.

14 (2) INCLUSION.—The report under paragraph
15 (1) shall include a proposed schedule of future gaso-
16 line reduction measures, if the measures are deter-
17 mined to be technically feasible.

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