

110TH CONGRESS  
2D SESSION

**S.** \_\_\_\_\_

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

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IN THE SENATE OF THE UNITED STATES

Mr. WARNER introduced the following bill; which was read twice and referred to the Committee on \_\_\_\_\_

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**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 Environment and Public  
5           Works and Energy and Natural Resources of the  
6           Senate and the Committees on Transportation and  
7           Infrastructure and Energy and Commerce of the  
8           House of Representatives a report describing the re-  
9           sults of, a study to determine whether additional  
10          gasoline reduction measures by Federal departments  
11          and agencies and Congress are technically feasible.

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