

S 768

Fuel Economy Reform Act

Congress: 110 (2007–2009, Ended)

Chamber: Senate

Policy Area: Energy

Introduced: Mar 6, 2007

Current Status: Read twice and referred to the Committee on Finance. (consideration: CR S2703-2706)

Latest Action: Read twice and referred to the Committee on Finance. (consideration: CR S2703-2706) (Mar 6, 2007)

Official Text: https://www.congress.gov/bill/110th-congress/senate-bill/768

Sponsor

Name: Sen. Obama, Barack [D-IL]

Party: Democratic • State: IL • Chamber: Senate

Cosponsors (6 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Biden, Joseph R., Jr. [D-DE]	D · DE		Mar 6, 2007
Sen. Bingaman, Jeff [D-NM]	D · NM		Mar 6, 2007
Sen. Coleman, Norm [R-MN]	R · MN		Mar 6, 2007
Sen. Lugar, Richard G. [R-IN]	R · IN		Mar 6, 2007
Sen. Smith, Gordon H. [R-OR]	R · OR		Mar 6, 2007
Sen. Specter, Arlen [R-PA]	R · PA		Mar 6, 2007

Committee Activity

Committee	Chamber	Activity	Date
Finance Committee	Senate	Referred To	Mar 6, 2007

Subjects & Policy Tags

Policy Area:

Energy

Related Bills

Bill	Relationship	Last Action
110 S 875	Related bill	Jun 12, 2007: Sponsor introductory remarks on measure. (CR S7508-7511)
110 HR 1506	Related bill	Mar 14, 2007: Referred to the Subcommittee on Energy and Air Quality.
110 S 767	Related bill	Mar 6, 2007: Read twice and referred to the Committee on Commerce, Science, and Transportation. (text of measure as introduced: CR S2701-2703)

Fuel Economy Reform Act - Amends federal transportation law to: (1) revise the definitions of automobile to require including all automobiles up to 10,000 pounds (currently, not all automobiles up to 10,000 pounds are required to be included in the definition) and passenger automobile to eliminate the exclusion of automobiles capable of off-highway operation; and (2) continue applying the current minimum corporate average fuel economy (CAFE) standards for non-passenger and passenger automobiles to automobiles manufactured through model year 2012, but, for passenger automobiles, adds an increase of four percent per year in such standard for model years 2010 through 2012.

Requires an average fuel economy standard of 27.5 miles per gallon for all automobiles manufactured by all manufacturers for model year 2013, with an increase of four percent in the average fuel economy from the level for the prior model year for model year 2014 and beyond.

Subjects each manufacturer of passenger automobiles manufactured in a model year, in addition to such CAFE standards, to an average fuel economy standard equal to 92% of the average fuel economy projected by the Secretary for all passenger automobiles manufactured by all manufacturers in that model year.

Permits lower fuel economy standards if the minimum standards: (1) are technologically unachievable; (2) materially reduce auto safety and no offsetting safety improvements can be implemented; or (3) are not cost effective.

Allows, with specified exceptions, the selling of credits between manufacturers.

Allows a person who has been aggrieved by, or suffers a legal wrong because of (currently, adversely affected by), a CAFE standard to apply for judicial review.

Amends the Internal Revenue Code to: (1) terminate the limitation on the number of new qualified hybrid and advanced lean burn technology vehicles eligible for the alternative motor vehicle credit; (2) extend, through 2011, the alternative vehicle credit for certain new qualified hybrid motor vehicles; and (3) allow an advanced technology motor vehicles manufacturing credit.

Actions Timeline

- **Mar 6, 2007:** Introduced in Senate
- **Mar 6, 2007:** Sponsor introductory remarks on measure. (CR S2700-2701)
- **Mar 6, 2007:** Read twice and referred to the Committee on Finance. (consideration: CR S2703-2706)