

## S 711

Transportation Freedom Act

**Congress:** 119 (2025–2027, Current)

**Chamber:** Senate

**Policy Area:** Environmental Protection

**Introduced:** Feb 25, 2025

**Current Status:** Read twice and referred to the Committee on Finance.

**Latest Action:** Read twice and referred to the Committee on Finance. (Feb 25, 2025)

**Official Text:** <https://www.congress.gov/bill/119th-congress/senate-bill/711>

### Sponsor

**Name:** Sen. Moreno, Bernie [R-OH]

**Party:** Republican • **State:** OH • **Chamber:** Senate

### Cosponsors (3 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Banks, Jim [R-IN]	R · IN		Feb 25, 2025
Sen. Justice, James C. [R-WV]	R · WV		Feb 25, 2025
Sen. Sheehy, Tim [R-MT]	R · MT		Feb 25, 2025

### Committee Activity

Committee	Chamber	Activity	Date
Finance Committee	Senate	Referred To	Feb 25, 2025

### Subjects & Policy Tags

#### Policy Area:

Environmental Protection

### Related Bills

Bill	Relationship	Last Action
119 HR 2814	Identical bill	<b>Apr 10, 2025:</b> Referred to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, 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.

## **Transportation Freedom Act**

This bill reduces taxes on auto companies and repeals specified environmental regulations on cars and trucks.

The bill establishes a new tax deduction equal to 200% of eligible wages paid or incurred by domestic producers of automobiles or automobile components, subject to limitations. It also allows an entity to reduce (and adjust) its financial statement income (for purposes of calculating liability for the alternative minimum tax) by the amount of eligible wages it elects to deduct.

The bill nullifies the 2024 rules of the Environmental Protection Agency (EPA) regarding (1) the finalization of specified greenhouse gas (GHG) programs and the reduction of emissions from certain light-duty and medium-duty vehicles (e.g., cars and trucks that are under a certain weight) starting with model year 2027, and (2) phase three of GHG emission standards for heavy-duty vehicles (e.g., school buses and tractor-trailer trucks).

It also repeals the 2024 rules of the National Highway Traffic Safety Administration (NHTSA) regarding corporate average fuel economy (CAFE) standards for certain cars, trucks, and vans.

Additionally, the bill eliminates (1) the option given to California to set standards for car emissions that are more stringent than those set under the Clean Air Act, and (2) the option for other states to adopt California's standards.

NHTSA and the EPA must establish new CAFE and GHG standards, respectively, for vehicles that are economically practicable and technologically feasible. The GHG standards may not require the production or sale of electric vehicles.

