

PROVIDING FOR CONSIDERATION OF THE BILL (H.R. 5021) TO PROVIDE AN  
EXTENSION OF FEDERAL-AID HIGHWAY, HIGHWAY SAFETY, MOTOR  
CARRIER SAFETY, TRANSIT, AND OTHER PROGRAMS FUNDED OUT OF  
THE HIGHWAY TRUST FUND, AND FOR OTHER PURPOSES

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JULY 14, 2014.—Referred to the House Calendar and ordered to be printed

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Mr. WEBSTER, from the Committee on Rules,  
submitted the following

R E P O R T

[To accompany H. Res. 669]

The Committee on Rules, having had under consideration House Resolution 669, by a nonrecord vote, report the same to the House with the recommendation that the resolution be adopted.

SUMMARY OF PROVISIONS OF THE RESOLUTION

The resolution provides for consideration of H.R. 5021, the Highway and Transportation Funding Act of 2014, under a closed rule. The resolution provides one hour of debate equally divided among and controlled by the chairs and ranking minority members of the Committee on Transportation and Infrastructure and Committee on Ways and Means. The resolution waives all points of order against consideration of the bill. The resolution provides that the amendment in the nature of a substitute recommended by the Committee on Ways and Means, as modified by the amendments printed in this report, shall be considered as adopted and the bill, as amended, shall be considered as read. The resolution waives all points of order against provisions in the bill, as amended. The resolution provides one motion to recommit with or without instructions.

EXPLANATION OF WAIVERS

The waiver of all points of order against consideration of the bill includes a waiver of the following:

- Clause 4(a) of rule XIII, which requires the three-day layover of a committee report. It is important to note that the text of the bill as ordered reported by the Committee on Ways and Means was made publicly available on Thursday, July 10, 2014. The report was filed July 14, 2014 to allow Members time to file views.

- Clause 10 of rule XXI, prohibiting the consideration of a bill if it has the net effect of increasing mandatory spending over the five-year or ten-year period.

- Section 302(f) of the Congressional Budget Act, prohibiting consideration of legislation providing new budget authority in excess of a 302(a) or 302(b) allocation of such authority.

- Section 401 of the Congressional Budget Act, prohibiting consideration of a measure providing new authority to enter into contracts under which the United States is obligated to make outlays, incur debt or credit authority.

Although the resolution waives all points of order against provisions in the bill, as amended, the committee is not aware of any point of order. The waiver is prophylactic in nature.

#### COMMITTEE VOTES

The results of each record vote on an amendment or motion to report, together with the names of those voting for and against, are printed below:

##### *Rules Committee record vote No. 152*

Motion by Ms. Slaughter to make in order and provide the appropriate waivers for amendment #4, offered by Rep. Blumenauer (OR), which express that the House should enact a long-term transportation authorization, through at least 2020, during the 113th Congress. Provides funding to the highway trust fund adequate to ensure financing of surface transportation projects through the period necessary to enact such policy. Defeated: 4–7

Majority Members	Vote	Minority Members	Vote
Ms. Foxx .....	Nay	Ms. Slaughter .....	Yea
Mr. Bishop of Utah .....	Nay	Mr. McGovern .....	Yea
Mr. Cole .....	Nay	Mr. Hastings of Florida .....	Yea
Mr. Woodall .....	Nay	Mr. Polis .....	Yea
Mr. Nugent .....	.....		
Mr. Webster .....	Nay		
Ms. Ros-Lehtinen .....	.....		
Mr. Burgess .....	Nay		
Mr. Sessions, Chairman .....	Nay		

##### *Rules Committee record vote No. 153*

Motion by Mr. Hastings of Florida to report an open rule. Defeated: 4–7

Majority Members	Vote	Minority Members	Vote
Ms. Foxx .....	Nay	Ms. Slaughter .....	Yea
Mr. Bishop of Utah .....	Nay	Mr. McGovern .....	Yea
Mr. Cole .....	Nay	Mr. Hastings of Florida .....	Yea
Mr. Woodall .....	Nay	Mr. Polis .....	Yea
Mr. Nugent .....	.....		
Mr. Webster .....	Nay		
Ms. Ros-Lehtinen .....	.....		
Mr. Burgess .....	Nay		
Mr. Sessions, Chairman .....	Nay		

#### SUMMARY OF THE AMENDMENTS CONSIDERED AS ADOPTED

1. Shuster (PA): Makes three technical changes to Title I.

2. Graves, Tom (GA): Adds Congressional findings that the current transportation funding system is unsustainable, and Congress should consider reforms that increase the authority of states over their transportation systems and transportation funding, while maintaining an appropriate federal role in transportation.

TEXT OF AMENDMENTS CONSIDERED AS ADOPTED

In section 1001(c)(3)(E)(i), strike subclause (II) and insert the following:

(II) by inserting “or period” after “the fiscal year” each place it appears; and

In section 1101(a)(5), strike subparagraph (B) and insert the following:

(B) LAW ENFORCEMENT CAMPAIGNS.—Section 2009(a) of SAFETEA-LU (23 U.S.C. 402 note) is amended—

(i) in the first sentence by inserting “and in the period beginning on October 1, 2014, and ending on May 31, 2015” after “fiscal years 2013 and 2014”; and

(ii) in the second sentence by inserting “and in the period beginning on October 1, 2014, and ending on May 31, 2015,” after “fiscal years 2013 and 2014”.

In section 1301(b), strike paragraph (1) and insert the following:

(1) by redesignating paragraphs (1) through (5) as subparagraphs (A) through (E), respectively, and by adjusting the margins accordingly;

At the end of section 1, insert the following (and conform the table of contents accordingly):

**SEC. 2. FINDINGS.**

Congress finds that—

(1) the existing Highway Trust Fund system is unsustainable and unable to meet our Nation’s 21st century transportation needs;

(2) MAP-21 included important reforms that must be built upon in the next reauthorization bill to increase the efficient and effective utilization of Federal funding;

(3) these reforms should include the elimination of duplicative Federal regulations and increase the authority and responsibility of the States to safely and efficiently build, operate, and fund transportation systems that best serve the needs of their citizens, including the ability of each State to implement innovative solutions, while also maintaining the appropriate Federal role in transportation; and

(4) Congress should enact and the President should sign a surface transportation reauthorization and reform bill prior to the expiration of this Act.