

Amendments filed at House Rules Committee to the non-T&I portions of the DRIVE Act – amendment text is [here](#) but you have to scroll past the 179 T&I amendments first.

These amendments are grouped by subject matter in the following areas, in the following order:

- Motor Fuels Tax
- Ways and Means/Finance Pay-Fors in DRIVE Act
- Overseas Corporate Income Repatriation Pay-For
- Strategic Petroleum Reserve/Crude Oil
- Federal Reserve Dividend Pay-For in DRIVE Act
- NHTSA Vehicle Safety/CAFE Standards
- Permitting (Division F of DRIVE)
- Davis-Bacon Act
- All Other Except for Export-Import Bank
- Export-Import Bank (Division I of DRIVE)

Motor Fuels Tax

- DeFazio #2 indexing existing gasoline and diesel taxes for inflation and for diminution due to increasing CAFE standards.
- Renacci #5 indexing existing gasoline and diesel taxes immediately for inflation and then establishing a blue-ribbon bipartisan task force to recommend long-term HTF revenue solutions – if that fails, a large gas/diesel tax increase is automatically enacted.
- Pompeo #19 directing GAO to study how much diesel tax is mistakenly directed to the HTF from aviation jet fuel.
- Blumenauer #24 increasing gasoline and diesel taxes by 15 cents per gallon over 3 years and indexing for inflation thereafter.
- Peters #78 creating a three-year pilot program to demonstrate the feasibility of switching from a motor fuel tax to a mileage-based user fee.
- Rice #94 increasing the federal gasoline tax by 15 cents per gallon and increasing the federal diesel fuel tax by 10 cents per gallon, indexing those tax rates for inflation in calendar years after 2015, and creating a “working citizen’s tax credit” equal to the lesser of 3.1 percent of earned income or \$133 per adult for persons with an AGI under \$74,950 for individuals or \$149,900 for a joint return.

Ways and Means/Finance Pay-Fors in DRIVE Act

- Lewis #1 striking the DRIVE provisions that would allow the IRS to hire private debt collection companies.
- Jenkins #6 amending sec. 52105 of DRIVE (return due date modifications).
- Levin #27 depositing proceeds of the Customs fee indexation under DRIVE to the Customs User Fee Account.
- Gosar #71 striking sec. 52107 of DRIVE (special compliance personnel program).
- Meehan #74 modifying the DRIVE Customs indexation language to exclude airline passenger arrival fees.

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- Reichert #89 removing the DRIVE pay-fors that were already enacted into law in Public Law 114-41 and reducing general fund transfers to the HTF by \$10.64 billion.

Overseas Corporate Income Repatriation Pay-For

- Garamendi #35 implementing the GROW AMERICA pay-for, a one-time deemed repatriation of overseas earnings at a 14 percent rate.
- Delaney #80 replacing the DRIVE offsets title with a deemed repatriation at an 8 percent rate.

Strategic Petroleum Reserve/Crude Oil

- Palmer #52 depositing 20 percent of all U.S. royalties from oil and gas production on federal lands (dry or submerged) into the Highway Account of the Highway Trust Fund.
- McCaul #77 repealing the provision of law that prevents the U.S. from exporting crude oil and deposits any increased Treasury receipts that result into the HTF, split 80-20 between the Highway Account and the Mass Transit Account.
- Barton #81 repealing the provision of law that prevents the U.S. from exporting crude oil.
- Pearce #84 striking section 52204 of DRIVE (the Strategic Petroleum Reserve sell-off) and then cutting all authorizations in the bill for FY 2018 spending by 50 percent to make the amendment budget-neutral.
- Barton #93 repealing the provision of law that prevents the U.S. from exporting crude oil and containing the provisions of H.R. 702 as passed by the House.

Federal Reserve Dividend Pay-For in DRIVE Act

- Heck #31 striking the DRIVE Federal Reserve dividend offset and replacing it with language reducing the amount of paid-in Federal Reserve shares outstanding.
- Neugebauer #34 REVISED to eliminate the Federal Reserve member bank dividend cut pay-for and the Fannie/Freddie guarantee pay-for and replace it with a direct Federal Reserve pay-for.

NHTSA Vehicle Safety/CAFE Standards

- Williams #3 amending sec. 34209 of DRIVE to make the new rental car safety rules only apply to companies primarily in the rental car business.
- Schakowsky #29 requiring auto dealers to remedy vehicles subject to recall regardless of length of ownership.
- Schakowsky #32 requiring NHTSA to improve vehicle safety databases.
- Mullin #37 extending the life of CAFE credits from 5 to 10 years.

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- Mullin #38 directing NHTSA to establish a special regulatory system for low-volume auto manufacturers.
- Mullin #39 directing the EPA to ensure that natural gas vehicles have the same access to any incentives that electric vehicles get.
- Mullin #40 requiring an alternative fuel economy measurement for dual-fuel gasoline/natural gas vehicles.
- Mullin #41 allowing transfer of CAFE credits between truck fleets and car fleets.
- Kinzinger #43 requiring more detailed reporting of defective parts to NHTSA which must then make the information public in a database.
- Schakowsky #44 requiring NHTSA research and rulemaking on back seat safety.
- Schakowsky #45 eliminating NHTSA regional recalls.
- Schakowsky #46 requiring additional information in the Buyers Guide window form.
- Schakowsky #47 requiring NHTSA research and rulemaking on pedestrian safety.
- Schakowsky #48 requiring a NHTSA rule to require automakers to retain records for 20 years.
- Schakowsky #49 giving NHTSA expedited recall authority.
- Schakowsky #50 prohibiting the sale or lease of vehicles subject to recall until defects are remedied.
- Schakowsky #51 requiring NHTSA to improve vehicle safety databases.
- Rush #75 increasing penalties for fraudulently obtaining fuel economy credits.
- Burgess #85 REVISED to reduce authorizations in section 34201 and then add a new subtitle E with additional NHTSA vehicle safety provisions including agenda reporting, a 5-year extension of remedies, a requirement for manufacturers to preserve records for 10 years, a partial exemption for low-volume manufacturers, and a liability limitation.
- Schakowsky #95 adding a new subtitle to the bill requiring NHTSA to improve vehicle safety databases.
- Schakowsky #96 adding a new subtitle to the bill requiring additional information in the Buyers Guide window form.
- Schakowsky #97 adding a new subtitle to the bill requiring a NHTSA rule to require automakers to retain records for 20 years.
- Schakowsky #98 adding a new subtitle to the bill requiring NHTSA research and rulemaking on pedestrian safety.
- Schakowsky #99 adding a new subtitle to the bill giving NHTSA expedited recall authority.
- Schakowsky #100 adding a new subtitle to the bill prohibiting the sale or lease of vehicles subject to recall until defects are remedied.
- Schakowsky #101 adding a new subtitle to the bill eliminating NHTSA regional recalls.

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- Schakowsky #102 adding a new subtitle to the bill requiring automakers to remedy vehicles subject to a recall regardless of length of ownership.
- Schakowsky #103 adding a new subtitle to the bill requiring NHTSA research and rulemaking on back seat safety.
- Schakowsky #104 adding a new subtitle to the bill requiring NHTSA to improve vehicle safety databases.

Permitting (Division F of DRIVE)

- Johnson #26 striking section 61007 of DRIVE.
- Goodlatte #42 limiting the amount of cumulative modifications of a permitting timetable to half of the amount of the time from the establishment of the timetable to its original intended completion date.
- Gosar #69 removing the EPA Administrator from the Federal Permitting Improvement Council in section 61002 of DRIVE.
- Grijalva #91 repealing Division F.

Davis-Bacon Act

- Gosar #54 requiring all federal Davis-Bacon contracts to use BLS surveys using random statistical sampling techniques.
- Gosar #67 requiring all USDOT Davis-Bacon contracts to use BLS surveys using random statistical sampling techniques.

Amendments That Should Have Been Drafted To T&I Title Instead

- Cummings #23 requiring a FRA report on vertical track deflection research - *WITHDRAWN*.
- Gosar #53 striking section 21009 of DRIVE's transit division (FTA R&D, Demonstration & Deployment program).
- Gosar #68 prohibiting the use of federal funds to provide free alcohol on Amtrak.
- Gosar #70 striking section 21009 of DRIVE's transit division (pay raise for FTA Administrator).
- Johnson #72 directing FMCSA to require commercial motor vehicles to be equipped with a forward collision avoidance and mitigation braking system.
- Johnson #76 requiring FMCSA to incorporate by reference the Commercial Vehicle Safety Alliance roadside inspector certification standards.
- Cardenas #83 requiring DOT to establish a program for recognizing veteran-friendly employers.
- Marino # 107 relating to auto access in the Delaware Water Gap National Recreation Area.

All Other Except For Export-Import Bank

- Zinke #7 relating to NEPA permits for coal export facilities.

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- Young (IA) #9 requiring all federal rulemakings in the *Federal Register* carrying out the act or amendments made by the act contain the name and title of all agency employees and contractors who participated in the rulemaking.
- Young (IA) #10 requiring all federal rulemakings in the *Federal Register* carrying out the act or amendments made by the act contain a list of information on which the rule is based.
- Young (IA) #11 requiring all federal rulemakings carrying out the act or amendments made by the act be carried out by personnel who file financial disclosure.
- Luetkemeyer #21 amending the privacy notice provisions of the Gramm-Leach-Bliley Act.
- Leutkemeyer #22 adding a new section 113 to the Dodd-Frank Act on enhanced bank supervision.
- Farenthold #25 relating to Clean Air Act ozone standards.
- Sessions #30 making a technical clarification to the 2012 FAA authorization law and its subsequent amendment in P.L. 113-243 regarding airline bankruptcy rollover.
- Foster #33 requiring the IRS and DOT to make calculations on state general revenue tax burden to allow donor-donee calculations to be made for the expenditure of general fund transfers to the Highway Trust Fund.
- Neugebauer #36 replacing the head of the Consumer Financial Protection Bureau with a five-person bipartisan commission.
- Maloney #73 amending the transportation fringe tax benefit in the Internal Revenue Code to increase the benefit from \$130 to \$235 per month and set the parking benefit at \$235.
- Zeldin #79 authorizing private activity bonds to be used for schools, public libraries, courthouses, hospitals, public safety facilities, or government offices.
- Upton #82 adding a new title relating to emergency preparedness for electrical grid disruptions and creating a strategic transformer reserve.
- Hensarling #86 REVISED adding a new division to the bill containing the text of 17 15 unrelated bills under Financial Services Committee jurisdiction.
- DeSantis #87 consisting of the text of the Transportation Empowerment Act (the “devolution” bill), the budget outlay math of which still does not seem to be solved.
- Foxx #88 making performance assessments for the Frontline Workforce Development Program consistent with assessments currently in place for similar programs authorized through the Workforce Innovation and Opportunity Act of 2014.
- Huelskamp #90 repealing the Patient Protection and Affordable Care Act.
- Hill #105 providing a four-month extension for compliance with Consumer Finance Protection Board homebuyers assistance regulations.
- Grijalva #108 reauthorizing the Land and Water Conservation Fund.



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- Pallone #109 repealing section 301 of the Bipartisan Budget Act of 2015 (the debt collection pay-for).

Export-Import Bank (Division I of DRIVE) – Clawson #4, Rothfus #8, Rothfus #12, Rothfus #13, Garrett #14, Westmoreland #15, Schweikert #15, Schweikert #16, Schweikert #17, Westmoreland #18, Issa #20, Perry #28, Mulvaney #s 55-65, Royce #66, Kinzinger #92, Stivers #106.