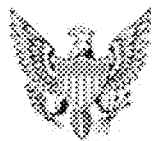


Exhibit 1



Filing ID #10009000

FINANCIAL DISCLOSURE REPORT

Clerk of the House of Representatives • Legislative Resource Center • 135 Cannon Building • Washington, DC 20515

FILER INFORMATION

Name: Hon. Roger Williams
Status: Member
State/District: TX25

FILING INFORMATION

Filing Type: Amendment Report
Filing Year: 2014
Filing Date: 11/5/2015

SCHEDULE A: ASSETS AND "UNEARNED" INCOME

Asset	Owner	Value of Asset	Income Type(s)	Income	Tx. > \$1,000?
Edward Jones Brokerage Account => Chevron Corporation (CVX)		\$50,001 - \$100,000	Dividends	\$1,001 - \$2,500	<input checked="" type="checkbox"/>
Edward Jones Brokerage Account => Coach, Inc. (COH)	SP	None	Dividends	\$1 - \$200	<input checked="" type="checkbox"/>
Edward Jones Brokerage Account => Davis New York Venture Fund CLA	SP	\$1,001 - \$15,000	Capital Gains, Dividends	\$1,001 - \$2,500	<input type="checkbox"/>
Edward Jones Brokerage Account => General Electric Company (GE)	SP	\$1,001 - \$15,000	Dividends	\$1 - \$200	<input type="checkbox"/>
Edward Jones Brokerage Account => Gogo Inc. (GOGO)	SP	\$1,001 - \$15,000	None		<input type="checkbox"/>
Edward Jones Brokerage Account => Invesco Diversified Div Fd A	SP	\$1,001 - \$15,000	Capital Gains, Dividends	\$201 - \$1,000	<input type="checkbox"/>
Edward Jones Brokerage Account => Invesco Growth & Income Fund CLA	SP	\$1,001 - \$15,000	Capital Gains, Dividends	\$201 - \$1,000	<input type="checkbox"/>
Edward Jones Brokerage Account =>	SP	\$1,001 - \$15,000	Capital Gains,	\$201 - \$1,000	<input type="checkbox"/>

Asset	Owner	Value of Asset	Income Type(s)	Income	Tx. > \$1,000?
Invesco International Growth Fund CL A			Dividends		
Edward Jones Brokerage Account => Target Corporation (TGT)	SP	\$1,001 - \$15,000	Dividends	\$1 - \$200	<input type="checkbox"/>
Edward Jones Brokerage Account => Twitter, Inc. (TWTR)	SP	None	Capital Gains	\$1,001 - \$2,500	<input type="checkbox"/>
Edward Jones Brokerage Account => Twitter, Inc. (TWTR)		None	Capital Gains	\$15,001 - \$50,000	<input type="checkbox"/>
Edward Jones Brokerage Account => Walt Disney Company (DIS)	SP	\$1,001 - \$15,000	None		<input type="checkbox"/>
Jack Williams Chevrolet => 500 Main/Williams GP LLC Location: Aledo/Parker, TX, US Description: Real estate		\$1,001 - \$15,000	None		<input type="checkbox"/>
Jack Williams Chevrolet => 500 Main/Williams, Ltd. Location: Aledo/Parker, TX, US Description: Real estate		\$100,001 - \$250,000	None		<input type="checkbox"/>
Jack Williams Chevrolet => Jack Williams Chevrolet Location: Fort Worth, TX, US Description: Motor Vehicle Dealership		\$1 - \$1,000	Interest, Royalties, Auto Dealership	\$100,001 - \$1,000,000	<input type="checkbox"/>
Jack Williams Chevrolet => PBC Network Crossing Location: Austin/Travis, TX, US Description: Commercial real estate		None	None		<input type="checkbox"/>
Jack Williams Chevrolet => Pershing House Location: Fort Worth/Tarrant, TX, US		\$100,001 - \$250,000	None		<input type="checkbox"/>
Jack Williams Chevrolet => Van Dyke Energy Location: Houston/Harris, TX, US Description: Offshore drilling company		\$100,001 - \$250,000	None		<input type="checkbox"/>
Jack Williams Chevrolet => Walsh House		\$100,001 - \$250,000	None		<input type="checkbox"/>

Asset	Owner	Value of Asset	Income Type(s)	Income	Tx. > \$1,000?
Location: Fort Worth/Tarrant, TX, US					
JRW Corporation ⇨ First Texas BHC, Inc.		\$50,001 - \$100,000	None		<input type="checkbox"/>
Description: Stock held in JRW Corporation					
JRW Corporation ⇨ JRW Corporation & Affiliates		\$25,000,001 - \$50,000,000	None		<input type="checkbox"/>
Location: Weatherford/Parker, TX, US					
Description: Motor Vehicle Dealer					
JRW II, LLC		\$1 - \$1,000	None		<input type="checkbox"/>
Location: Fort Worth/Tarrant, TX, US					
Description: Motor Vehicle Dealer					
Lake House		\$1,000,001 - \$5,000,000	None		<input type="checkbox"/>
Location: Marble Falls/Burnet, TX, US					
Museum Collectibles		\$1,000,001 - \$5,000,000	None		<input type="checkbox"/>
Description: Sports memorabilia, political & military artifacts, historical documents & photographs, & art.					
Note Receivable - Congressional Campaigns		None	None		<input type="checkbox"/>
Description: Received full payment in 2014.					
Note Receivable - Vestry Corporation Weatherford, TX		\$250,001 - \$500,000	None		<input type="checkbox"/>
Note Receivable - Williams Chrysler Dodge Jeep		\$1,000,001 - \$5,000,000	Interest	\$50,001 - \$100,000	<input type="checkbox"/>
Pedernales Electric Cooperative		\$1,001 - \$15,000	None		<input type="checkbox"/>
Description: Electric cooperative					
Personal Checking Account - Chase Bank		\$100,001 - \$250,000	None		<input type="checkbox"/>
Personal Checking Account - Legacy		\$1,001 - \$15,000	None		<input type="checkbox"/>
Personal Checking Account- Legacy Texas Bank SP		\$1,001 - \$15,000	Interest	\$1 - \$200	<input type="checkbox"/>

Asset	Owner	Value of Asset	Income Type(s)	Income	Tx. > \$1,000?
Personal Money Market Account- Legacy Texas Bank	SP	\$1,001 - \$15,000	None		<input type="checkbox"/>
Personal Money Market Account- Legacy Texas Bank	JT	\$15,001 - \$50,000	None		<input type="checkbox"/>
Personal residence		\$1,000,001 - \$5,000,000	None		<input type="checkbox"/>
Location: Weatherford/Parker, TX, US					
Quintana Energy Partners		\$250,001 - \$500,000	None		<input type="checkbox"/>
Location: Houston/Harris, TX, US					
Description: Oil & Gas					
Renzel Boulevard Car Wash ⇒ Renzel Boulevard Car Wash		\$1 - \$1,000	Interest	\$1 - \$200	<input type="checkbox"/>
Location: Fort Worth/Farrant, TX, US					
Description: Motor Vehicle Dealer					
Vestry Corporation ⇒ Palo Pinto Ranch		\$1,000,001 - \$5,000,000	None		<input type="checkbox"/>
Location: Graford/Palo Pinto, TX, US					
Vestry Corporation ⇒ The Blackstone Group L.P.		None	None		<input type="checkbox"/>
Location: New York/New York, NY, US					
Description: Investment and advisory firm					
Vestry Corporation ⇒ Vestry Corporation		\$1 - \$1,000	Interest, Warranties	\$100,001 - \$1,000,000	<input type="checkbox"/>
Location: Weatherford/Parker, TX, US					
Description: Motor Vehicle Dealership					
Williams Chrysler Plymouth Dodge ⇒ Rental Property		\$100,001 - \$250,000	Rent	\$5,001 - \$15,000	<input type="checkbox"/>
Location: Weatherford/Parker, TX, US					
Williams Chrysler Plymouth Dodge ⇒ Roger Williams Chrysler Plymouth Dodge		\$1 - \$1,000	Interest, Auto Dealership, Rent	\$100,001 - \$1,000,000	<input type="checkbox"/>
Location: Weatherford/Parker, TX, US					
Description: Motor Vehicle Dealer					
Williams Irrevocable Life Insurance Trust ⇒ Williams Family Irrevocable Trust: Fort Worth, TX		\$15,001 - \$50,000	Unearned Interest	None	<input type="checkbox"/>

Asset	Owner	Value of Asset	Income Type(s)	Income	Tx. > \$1,000?
Description: Life insurance policy (cash surrender value)					
Williams Irrevocable Life Insurance Trust => Williams Irrevocable Insurance Trust: Fort Worth, TX		\$250,001 - \$500,000	Interest	\$5,001 - \$15,000	<input type="checkbox"/>
Description: Life insurance policy (cash surrender value)					
Xponential, Inc. (XPOI)		\$1,001 - \$15,000	None		<input type="checkbox"/>

* Asset class details available at the bottom of this form.

SCHEDULE B: TRANSACTIONS

Asset	Owner	Date	Tx. Type	Amount	Cap. Gains > \$200?
Edward Jones Brokerage Account => Chevron Corporation (CVX)		01/3/2014	P	\$50,001 - \$100,000	
Edward Jones Brokerage Account => Coach, Inc. (COH)	SP	05/21/2014	S	\$1,001 - \$15,000	<input type="checkbox"/>
Edward Jones Brokerage Account => Twitter, Inc. (TWTR)		01/3/2014	S (partial)	\$1,001 - \$15,000	<input checked="" type="checkbox"/>
Edward Jones Brokerage Account => Twitter, Inc. (TWTR)		01/3/2014	S (partial)	\$15,001 - \$50,000	<input checked="" type="checkbox"/>
Edward Jones Brokerage Account => Twitter, Inc. (TWTR)	SP	02/25/2014	S	\$1,001 - \$15,000	<input checked="" type="checkbox"/>
Edward Jones Brokerage Account => Twitter, Inc. (TWTR)		02/20/2014	S	\$15,001 - \$50,000	<input checked="" type="checkbox"/>
Vestry Corporation => The Blackstone Group LP		05/17/2013	S	\$1,001 - \$15,000	<input checked="" type="checkbox"/>
Description: The 2013 final K-1 for Blackstone was not received until after the amended financial disclosure was filed July 3, 2014.					
Williams Irrevocable Life Insurance Trust => Williams Irrevocable Life Insurance Trust		02/8/2014	P	\$15,001 - \$50,000	
Location: US					
Description: Life insurance policy (cash surrender value)					

* Asset class details available at the bottom of this form.

SCHEDULE C: EARNED INCOME

Source	Type	Amount
P.K. Flowers Interior	Spouse Salary	N/A
Williams Chrysler LP	Spouse Salary	N/A

SCHEDULE D: LIABILITIES

Owner	Creditor	Date Incurred	Type	Amount of Liability
	Roger Williams (RWCJD)	March 2009	Note Payable	\$500,001 - \$1,000,000
	Roger Williams (Vestry)	July 1995	Note Payable	\$250,001 - \$500,000
	Legacy Texas Bank	September 2009	Line of Credit	\$1,000,001 - \$5,000,000
	Legacy Texas Bank	December 2011	Line of Credit	\$500,001 - \$1,000,000
	Legacy Texas Bank	September 2012	Mortgage on Personal Residence (Horseshoe Bay)	\$250,001 - \$500,000
SP	Legacy Texas Bank	May 2013	Personal loan	\$10,000 - \$15,000
	Legacy Texas Bank	December 2009	Line of Credit	\$1,000,001 - \$5,000,000
SP	Legacy Texas Bank	March 2014	Personal Loan	\$15,001 - \$50,000
	Legacy Texas Bank	March 2014	Land Loan	\$500,001 - \$1,000,000

SCHEDULE E: POSITIONS

Position	Name of Organization
Sole Director & President	JRW Corporation
Sole Manager & President	Williams Chrysler, LP
Sole Manager & President	Williams Chrysler Holding, LLC
Sole Manager & President	Vestry Holding, LLC
Sole Manager & President	Jack Williams Chevrolet Holding, LLC
Sole Manager & President	Vestry, LP
Sole Manager & President	Jack Williams Chevrolet, LP

Position	Name of Organization
Sole Manager & President	JRW II, LLC
Director, President, Chairman, & Secretary	Renzel Boulevard Car Wash, Inc
Board of Directors	Pennybacker Capital
Board of Trustees	Texas Christian University
Board of Trustees	Bush School of Government and Public Service
Board of Trustees	Davey O'Brien Foundation
Board of Directors	National Football Foundation and College Football Hall of Fame
Finance Committee	George W. Bush Presidential Center

SCHEDULE F: AGREEMENTS

None disclosed.

SCHEDULE G: GIFTS

None disclosed.

SCHEDULE H: TRAVEL PAYMENTS AND REIMBURSEMENTS

Source	Trip Details				Inclusions		
	Start Date	End Date	Itinerary	Days at Own Exp.	Lodging?	Food?	Family?
Sponsored by the Heritage Foundation	02/6/2014	02/7/2014	Washington DC - Richmond - Dallas-Fort Worth	0	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SCHEDULE I: PAYMENTS MADE TO CHARITY IN LIEU OF HONORARIA

None disclosed.

SCHEDULE A AND B ASSET CLASS DETAILS

- Edward Jones Brokerage Account (Owner: SP)
Location: US
- Edward Jones Brokerage Account
Location: US
- Jack Williams Chevrolet
Location: US
- JRW Corporation
Location: US

- Renzel Boulevard Car Wash
LOCATION: US
- Vestry Corporation
LOCATION: US
- Williams Chrysler Plymouth Dodge
LOCATION: US
- Williams Irrevocable Life Insurance Trust

EXCLUSIONS OF SPOUSE, DEPENDENT, OR TRUST INFORMATION

IPO: Did you purchase any shares that were allocated as a part of an Initial Public Offering?

☐ Yes ☒ No

Trusts: Details regarding "Qualified Blind Trusts" approved by the Committee on Ethics and certain other "excepted trusts" need not be disclosed. Have you excluded from this report details of such a trust benefiting you, your spouse, or dependent child?

☐ Yes ☒ No

Exemption: Have you excluded from this report any other assets, "unearned" income, transactions, or liabilities of a spouse or dependent child because they meet all three tests for exemption?

☐ Yes ☒ No

CERTIFICATION AND SIGNATURE

☒ I CERTIFY that the statements I have made on the attached Financial Disclosure Report are true, complete, and correct to the best of my knowledge and belief.

Digitally Signed: Hon. Roger Williams , 11/5/2015

Exhibit 2

Scott, David
Serrano
Sewell (AL)
Sherman
Sires
Slaughter
Smith (WA)
Swalwell (CA)
Takano

Thompson (CA)
Thompson (MS)
Titus
Tonko
Torres
Tsongas
Van Hollen
Vargas
Veasey

Vela
Velázquez
Visclosky
Walz
Wasserman
Schultz
Watson Coleman
Welch
Wilson (FL)

Dold
Donovan
Doyle, Michael
F.
Duckworth
Duffy
Duncan (SC)
Duncan (TN)
Edwards
Ellison
Emmer (MN)
Engel
Eshoo
Esty
Farenthold
Farr
Fincher
Fitzpatrick
Fleischmann
Fleming
Flores
Forbes
Fortenberry
Foster
Foxx
Frankel (FL)
Franks (AZ)
Frelinghuysen
Fudge
Gabbard
Gallego
Garamendi
Garrett
Gibbs
Gibson
Goodlatte
Gosar
Gowdy
Graham
Granger
Graves (GA)
Graves (LA)
Graves (MO)
Grayson
Green, Al
Green, Gene
Griffith
Grijalva
Grothman
Guinta
Guthrie
Gutiérrez
Hahn
Hanna
Hardy
Harper
Harris
Hartzler
Hastings
Heck (NV)
Heck (WA)
Hensarling
Herrera Beutler
Hice, Jody B.
Higgins
Hill
Himes
Hinojosa
Holding
Honda
Hoyer
Hudson
Huelskamp
Huffman
Hultgren
Hunter
Hurd (TX)
Hurt (VA)
Israel
Issa
Jeffries
Jenkins (KS)
Jenkins (WV)
Johnson (GA)
Johnson (OH)
Johnson, E. B.
Johnson, Sam
Jolly
Jones
Jordan
Joyce
Kaptur
Katko
Keating
Kelly (IL)
Kelly (MS)
Kelly (PA)
Kennedy
Kildee

Kilmer
Kind
King (IA)
King (NY)
Kinzinger (IL)
Kirkpatrick
Kline
Knight
Kuster
Labrador
LaHood
LaMalfa
Lamborn
Lance
Langevin
Larsen (WA)
Latta
Lawrence
Lee
Levin
Lewis
Lieu, Ted
Lipinski
LoBiondo
Loebach
Loebach
Lofgren
Long
Loudermilk
Love
Lowenthal
Lowey
Lucas
Luetkemeyer
Lujan Grisham
(NM)
Luján, Ben Ray
(NM)
Lummis
Ryan (OH)
Lynch
MacArthur
Maloney,
Carolyn
Maloney, Sean
Marchant
Marino
Massie
Matsui
McCarthy
McCauley
McClintock
McCollum
McDermott
McGovern
McHenry
McKinley
McMorris
Rodgers
McNerney
McSally
Meadows
Meehan
Meng
Messer
Mica
Miller (FL)
Miller (MI)
Moolenaar
Mooney (WV)
Moore
Moulton
Mullin
Muller
Murphy (FL)
Murphy (PA)
Nadler
Napolitano
Neal
Newhouse
Noem
Nolan
Norcross
Nugent
Nunes
O'Rourke
Olson
Palazzo
Pallone
Palmer
Pascarella
Paulsen
Payne
Pearce
Pelosi
Perlmutter
Perry
Peters
Peterson
Pingree
Pittenger

Pitts
Pocan
Poe (TX)
Poliquin
Polis
Pompeo
Posey
Price (NC)
Price, Tom
Quigley
Rangel
Ratcliffe
Reed
Reichert
Renacci
Ribble
Rice (NY)
Rice (SC)
Rigell
Roby
Roe (TN)
Rogers (AL)
Rogers (KY)
Rohrabacher
Rokita
Rooney (FL)
Ros-Lehtinen
Roskam
Ross
Rothfus
Rouzer
Roybal-Allard
Royce
Ruiz
Ruppersberger
Rush
Russell
Ryan (OH)
Salmon
Sánchez, Linda
T.
Sanchez, Loretta
Sanford
Sarbanes
Scalise
Schakowsky
Schiff
Schrader
Schweikert
Scott (VA)
Scott, Austin
Scott, David
Sensenbrenner
Serrano
Sessions
Sewell (AL)
Sherman
Shimkus
Shuster
Simpson
Sinema
Sires
Slaughter
Smith (MO)
Smith (NJ)
Smith (TX)
Smith (WA)
Stefanik
Stewart
Stivers
Stutzman
Swalwell (CA)
Takano
Thompson (CA)
Thompson (MS)
Thompson (PA)
Thornberry
Tiberi
Tipton
Titus
Tonko
Torres
Trott
Tsongas
Turner
Upton
Valadao
Van Hollen
Vargas
Veasey
Vela
Velázquez
Visclosky
Wagner
Walberg
Walden
Walker
Walorski
Walters, Mimi

Walz
Wasserman
Schultz
Waters, Maxine
Watson Coleman
Weber (TX)
Webster (FL)
Welch

Wenstrup
Westerman
Westmoreland
Whitfield
Williams
Wilson (FL)
Wilson (SC)
Wittman

Womack
Woodall
Yoho
Young (AK)
Young (IA)
Young (IN)
Zeldin
Zinke

NOT VOTING—14

Brady (PA)
Ellmers (NC)
Fattah
Gohmert
Jackson Lee

Jones
Larson (CT)
Meeks
Neugebauer
Richmond

Speier
Takai
Yarmuth
Yoder

□ 1419

So the resolution, as amended, was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

EXPRESSING THE SENSE OF THE HOUSE REGARDING SAFETY AND SECURITY OF EUROPEAN JEWISH COMMUNITIES

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and agree to the resolution (H. Res. 354) expressing the sense of the House of Representatives regarding the safety and security of Jewish communities in Europe, as amended, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Jersey (Mr. SMITH) that the House suspend the rules and agree to the resolution, as amended.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 418, nays 0, not voting 15, as follows:

[Roll No. 585]

YEAS—418

Abraham
Adams
Aderholt
Aguiar
Allen
Amash
Amodei
Ashford
Babin
Barletta
Barr
Barton
Bass
Beatty
Becerra
Benishek
Bera
Beyer
Bilirakis
Bishop (GA)
Bishop (MI)
Bishop (UT)
Black
Blackburn
Blum
Blumenauer
Bonamici
Bost
Boustany
Boyle, Brendan
F.
Brady (TX)
Brat
Bridenstine
Brooks (AL)

Brooks (IN)
Brown (FL)
Brownley (CA)
Buchanan
Buck
Bucshon
Burgess
Bustos
Butterfield
Byrne
Calvert
Capps
Capuano
Cárdenas
Carney
Carson (IN)
Carter (GA)
Carter (TX)
Cartwright
Castor (FL)
Castro (TX)
Chabot
Chaffetz
Chu, Judy
Cicilline
Clark (MA)
Clarke (NY)
Clawson (FL)
Clay
Clever
Clyburn
Coffman
Cohen
Cole
Collins (GA)

Collins (NY)
Comstock
Conaway
Connolly
Conyers
Cook
Cooper
Costa
Costello (PA)
Courtney
Cramer
Crawford
Crenshaw
Crowley
Cuellar
Culberson
Cummings
Curbelo (FL)
Davis (CA)
Davis, Danny
Davis, Rodney
DeFazio
DeGette
Delaney
DeLauro
DelBene
Denham
Dent
DeSantis
DeSaulnier
DesJarlais
Deutch
Diaz-Balart
Dingell
Doggett

NOT VOTING—15

Brady (PA)
Ellmers (NC)
Fattah
Gohmert
Huizenga (MI)

Jackson Lee
Larson (CT)
Meeks
Neugebauer
Richmond

Smith (NE)
Speier
Takai
Yarmuth
Yoder

□ 1427

So (two-thirds being in the affirmative) the rules were suspended and the resolution, as amended, was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

HIRE MORE HEROES ACT OF 2015

GENERAL LEAVE

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include extraneous material on the House amendment to the Senate amendment to H.R. 22.

The SPEAKER pro tempore (Mr. HARDY). Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

The SPEAKER pro tempore. Pursuant to House Resolution 507 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 22.

The Chair appoints the gentleman from Idaho (Mr. SIMPSON) to preside over the Committee of the Whole.

□ 1429

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the Senate amendments to the bill (H.R. 22) to amend the Internal Revenue Code of 1986 to exempt employees with health coverage under TRICARE or the Veterans Administration from being taken into account for purposes of determining the employers to which the employer mandate applies under the Patient Protection and Affordable Care Act, with Mr. SIMPSON in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the Senate amendment is considered read the first time.

The gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Oregon (Mr. DEFazio) each will control 30 minutes.

The Chair recognizes the gentleman from Pennsylvania.

□ 1430

Mr. SHUSTER. Mr. Chairman, I yield myself such time as I may consume.

Today is an exciting day for me because when I became chairman almost

3 years ago of the Transportation and Infrastructure Committee, one of my highest priorities was passing a multiyear bill to improve our Nation's road, bridges, and transit systems. So I am very pleased that today the House is considering the Surface Transportation Reauthorization and Reform Act of 2015, the STRR Act.

I want to thank Chairman SAM GRAVES and our Democratic counterparts, Ranking Members DEFAZIO and NORTON, for helping to develop this bipartisan bill. Thanks in part to their hard work and willingness to work together, our committee unanimously approved the STRR Act 2 weeks ago.

This bill is absolutely critical to America and our economy. Transportation, in particular our surface transportation system, has a direct impact on our day-to-day quality of life. It affects how we get to work, how we get our kids home from school, and how much time we can spend with our families and friends instead of sitting in traffic. Transportation allows our country and our businesses to be competitive. Transportation is about supply chain, raw materials getting to the factories, products getting to markets, and what we pay for goods; and it is fundamentally what the STRR Act is all about.

To help put this legislation together, Mr. Chairman, our committee traveled to communities across this country and talked to transportation and business leaders about the need for this bill. What we heard is that our States and communities all have a variety of needs and that certainty over multiple years is necessary to address those needs. The STRR Act is a multiyear bill that provides that certainty for States and local governments. This bill helps improve our Nation's infrastructure and maintains a strong commitment to safety, but it also provides important reforms that will help us continue to do the job more effectively.

Key provisions in this bill will refocus—and that is important—our transportation programs on national priorities, promote innovation to make our surface transportation system and programs work better, provide greater flexibility for State and local governments to address their needs, streamline the Federal bureaucracy, accelerate the project approval process, and facilitate the flow of freight and commerce. The STRR Act continues the Federal role in providing a strong national transportation system, enables our country to remain economically competitive, and helps ensure our quality of life.

This bill has widespread support. We have received nearly 300 letters of support from throughout the stakeholder community, including Governors, mayors, cities, counties, AASHTO, Chamber of Commerce, National Association of Manufacturers, agriculture, construction industry, shippers, and many, many others.

Mr. Chairman, I strongly urge my colleagues to support this legislation

and look forward to working with the Senate to get a final measure to the President.

Mr. Chairman, I reserve the balance of my time.

Mr. DEFAZIO. Mr. Chairman, I yield myself such time as I may consume.

Well, this has been a long time coming, and I congratulate the full committee chairman, the subcommittee chair, my ranking member, ELEANOR HOLMES NORTON, and all the members of the committee for moving forward a good, bipartisan product. None of us got everything we wanted in that bill, but there is a lot of good policy in there. The funding still leaves a lot to be desired.

It will begin to address the infrastructure crisis in America. Mr. Chairman, 140,000 bridges need substantial repair or replacement, and 40 percent of the road surface on the National Highway System has deteriorated to the point where you have to dig up the roadbed and rebuild the road, not just resurface it, and on our major transit systems, our legacy transit systems, \$84 billion to bring them up to a state of good repair—\$84 billion. It is so bad that they are actually killing people here in Washington, D.C., because of the decrepit nature of the mass transit system.

Mr. Chairman, this bill will begin to deal with those issues. It will give the States a 6-year planning horizon so they can plan longer term projects. Longer term projects mean more bang for the buck and more jobs will be created.

The bill also increases the percentage for Buy America so we will create more jobs here in America in the area of transit. In fact, the strongest Buy America requirements for all Federal procurement—much stronger than the Pentagon—are in transportation. So these dollars recirculate in our economy. They employ Americans, and they subcontract with American small businesses. Those moneys recirculate in our communities and can create real growth and wealth.

But as I mentioned earlier, we are still not certain whether there will be amendments allowed, and a number of Members have contributed to the Rules Committee proposals to increase funding with one form or another of user fee. User fee has been the tradition since Dwight David Eisenhower said that this will be a self-funded program funded by gas tax. The Federal gas tax hasn't gone up since 1993—18.3 cents a gallon. There are many meritorious proposals to change that in different ways, to index it, to have a temporary increase with a commission, a barrel tax, and a straight-up increase in the gas tax to have it catch up with inflation. There is a myriad of them out there, and I hope that some are allowed and that this body is allowed to work its will.

Eight all-red States have raised their gas tax in the last year, and not a single State representative or senator has

been recalled or lost their election because of it. The American people get it. If they don't want to blow out their tires and break their rims in potholes, we need to invest. If they don't want to be detoured around closed or weight-limited bridges, we need to invest. If they wonder whether they are going to get there alive or get there at all when they get on a mass transit system, we need to invest at every level.

The investment is not what it should be in this bill, but there are many good policies. There are new, national, first-time-ever major freight and highway projects of national and regional importance. We need a focus on moving our freight more efficiently in this country. As I mentioned earlier, we are getting an increase in Buy America. We also reform the workforce retraining programs which will create career pathways for minorities, women, veterans, individuals with disabilities, and low-income workers.

It boosts funding for railway-highway grade crossings to save lives and improve safety, motor carrier safety grants, and National Highway Traffic Safety Administration grants. It ensures higher standards for transit safety, protects bus driver safety, and encourages States to provide mental health and substance abuse treatment for DUI offenders.

It improves safety for the transport of hazardous materials and provides critical protections for crude-by-rail shipments. It will provide more information for State emergency responders, and it will require comprehensive—it is amazing we don't have that now—oil spill response plans, and it will increase the safety of oil tank cars by requiring thermal blankets and other improvements.

All in all, there is much, much to commend in this bill. It also looks to the future, and it would put in \$115 million to allow States to test new ways of raising the money necessary to rebuild, maintain, and improve the efficiency of our national transportation system, whether it would be vehicle miles traveled or other, new innovative ideas, and that is what we have got to look toward in the future. We cannot continue just on a gas and diesel tax forever.

So I, again, applaud the chairman, the subcommittee chairman, and my colleagues on the committee. I look forward to a long, robust, and open debate over amendments. Hopefully the bill will come out of that process improved and not damaged and will get broad support here on the floor of the House.

Mr. Chairman, I reserve the balance of my time.

Mr. SHUSTER. Mr. Chairman, I yield 3 minutes to the gentleman from California (Mr. DENHAM), the subcommittee chairman on Railroads, Pipelines, and Hazardous Materials.

Mr. DENHAM. Mr. Chairman, I thank Mr. DEFAZIO and Mr. CAPUANO for working with us on title VII of this

Exhibit 3

1 erating, or other agreement between the dealer
2 and the manufacturer.”; and

3 (3) by adding at the end the following:

4 “(2) *DEFINITION OF OPEN RECALL.*—In this sub-
5 section, the term ‘open recall’ means a recall for
6 which a notification by a manufacturer has been pro-
7 vided under section 30119 and that has not been rem-
8 edied under this section.”.

9 **SEC. 34208. EXTENSION OF TIME PERIOD FOR REMEDY OF**
10 **TIRE DEFECTS.**

11 Section 30120(b) of title 49, United States Code, is
12 amended—

13 (1) in paragraph (1), by striking “60 days” and
14 inserting “180 days”; and

15 (2) in paragraph (2), by striking “60-day” each
16 place it appears and inserting “180-day”.

17 **SEC. 34209. RENTAL CAR SAFETY.**

18 (a) *SHORT TITLE.*—This section may be cited as the
19 “Raechel and Jacqueline Houck Safe Rental Car Act of
20 2015”.

21 (b) *DEFINITIONS.*—Section 30102(a) is amended—

22 (1) by redesignating paragraphs (10) and (11)
23 as paragraphs (12) and (13), respectively;

24 (2) by redesignating paragraphs (1) through (9)
25 as paragraphs (2) through (10), respectively;

1 (3) *by inserting before paragraph (2), as redesignated, the following:*

3 “(1) ‘covered rental vehicle’ means a motor vehicle that—

5 “(A) has a gross vehicle weight rating of 10,000 pounds or less;

7 “(B) is rented without a driver for an initial term of less than 4 months; and

9 “(C) is part of a motor vehicle fleet of 5 or more motor vehicles that are used for rental purposes by a rental company.”; and

12 (4) *by inserting after paragraph (10), as redesignated, the following:*

14 “(11) ‘rental company’ means a person who—

15 “(A) is engaged in the business of renting covered rental vehicles; and

17 “(B) uses for rental purposes a motor vehicle fleet of 5 or more covered rental vehicles.”.

19 (c) *REMEDIES FOR DEFECTS AND NONCOMPLIANCE.—*

20 *Section 30120(i) is amended—*

21 (1) *in the subsection heading, by adding “, OR RENTAL” at the end;*

23 (2) *in paragraph (1)—*

24 (A) *by striking “(1) If notification” and inserting the following:*

1 “(1) *IN GENERAL.—If notification*”;

2 *(B) by indenting subparagraphs (A) and*
 3 *(B) four ems from the left margin;*

4 *(C) by inserting “or the manufacturer has*
 5 *provided to a rental company notification about*
 6 *a covered rental vehicle in the company’s posses-*
 7 *sion at the time of notification” after “time of*
 8 *notification”;*

9 *(D) by striking “the dealer may sell or*
 10 *lease,” and inserting “the dealer or rental com-*
 11 *pany may sell, lease, or rent”;* and

12 *(E) in subparagraph (A), by striking “sale*
 13 *or lease” and inserting “sale, lease, or rental*
 14 *agreement”;*

15 *(3) by amending paragraph (2) to read as fol-*
 16 *lows:*

17 “(2) *RULE OF CONSTRUCTION.—Nothing in this*
 18 *subsection may be construed to prohibit a dealer or*
 19 *rental company from offering the vehicle or equip-*
 20 *ment for sale, lease, or rent.”; and*

21 *(4) by adding at the end the following:*

22 “(3) *SPECIFIC RULES FOR RENTAL COMPA-*
 23 *NIES.—*

24 “(A) *IN GENERAL.—Except as otherwise*
 25 *provided under this paragraph, a rental com-*

pany shall comply with the limitations on sale, lease, or rental set forth in subparagraph (C) and paragraph (1) as soon as practicable, but not later than 24 hours after the earliest receipt of the notice to owner under subsection (b) or (c) of section 30118 (including the vehicle identification number for the covered vehicle) by the rental company, whether by electronic means or first class mail.

“(B) *SPECIAL RULE FOR LARGE VEHICLE FLEETS.*—Notwithstanding subparagraph (A), if a rental company receives a notice to owner covering more than 5,000 motor vehicles in its fleet, the rental company shall comply with the limitations on sale, lease, or rental set forth in subparagraph (C) and paragraph (1) as soon as practicable, but not later than 48 hours after the earliest receipt of the notice to owner under subsection (b) or (c) of section 30118 (including the vehicle identification number for the covered vehicle) by the rental company, whether by electronic means or first class mail.

“(C) *SPECIAL RULE FOR WHEN REMEDIES NOT IMMEDIATELY AVAILABLE.*—If a notification required under subsection (b) or (c) of section

30118 indicates that the remedy for the defect or noncompliance is not immediately available and specifies actions to temporarily alter the vehicle that eliminate the safety risk posed by the defect or noncompliance, the rental company, after causing the specified actions to be performed, may rent (but may not sell or lease) the motor vehicle. Once the remedy for the rental vehicle becomes available to the rental company, the rental company may not rent the vehicle until the vehicle has been remedied, as provided in subsection (a).

“(D) *INAPPLICABILITY TO JUNK AUTOMOBILES.*—Notwithstanding paragraph (1), this subsection does not prohibit a rental company from selling a covered rental vehicle if such vehicle—

“(i) meets the definition of a junk automobile under section 201 of the Anti-Car Theft Act of 1992 (49 U.S.C. 30501);

“(ii) is retitled as a junk automobile pursuant to applicable State law; and

“(iii) is reported to the National Motor Vehicle Information System, if required

1 under section 204 of such Act (49 U.S.C.
2 30504).”.

3 (d) *MAKING SAFETY DEVICES AND ELEMENTS INOP-*
4 *ERATIVE.*—Section 30122(b) is amended by inserting “rent-
5 al company,” after “dealer,” each place such term appears.

6 (e) *INSPECTIONS, INVESTIGATIONS, AND RECORDS.*—
7 Section 30166 is amended—

8 (1) in subsection (c)(2), by striking “or dealer”
9 each place such term appears and inserting “dealer,
10 or rental company”;

11 (2) in subsection (e), by striking “or dealer” each
12 place such term appears and inserting “dealer, or
13 rental company”; and

14 (3) in subsection (f), by striking “or to owners”
15 and inserting “, rental companies, or other owners”.

16 (f) *RESEARCH AUTHORITY.*—The Secretary of Trans-
17 portation may conduct a study of—

18 (1) the effectiveness of the amendments made by
19 this section; and

20 (2) other activities of rental companies (as de-
21 fined in section 30102(a)(11) of title 49, United
22 States Code) related to their use and disposition of
23 motor vehicles that are the subject of a notification re-
24 quired under section 30118 of title 49, United States
25 Code.

1 (g) *STUDY*.—

2 (1) *ADDITIONAL REQUIREMENT*.—Section
3 32206(b)(2) of the *Moving Ahead for Progress in the*
4 *21st Century Act* (Public Law 112–141; 126 Stat.
5 785) is amended—

6 (A) in subparagraph (E), by striking “and”
7 at the end;

8 (B) by redesignating subparagraph (F) as
9 subparagraph (G); and

10 (C) by inserting after subparagraph (E) the
11 following:

12 “(F) evaluate the completion of safety recall
13 remedies on rental trucks; and”.

14 (2) *REPORT*.—Section 32206(c) of such Act is
15 amended—

16 (A) by redesignating paragraphs (1) and
17 (2) as subparagraphs (A) and (B), respectively;

18 (B) by striking “*REPORT*.—Not later” and
19 inserting the following:

20 “(c) *REPORTS*.—

21 “(1) *INITIAL REPORT*.—Not later”;

22 (C) in paragraph (1), by striking “sub-
23 section (b)” and inserting “subparagraphs (A)
24 through (E) and (G) of subsection (b)(2)”; and

25 (D) by adding at the end the following:

1 “(2) *SAFETY RECALL REMEDY REPORT.*—Not
 2 *later than 1 year after the date of the enactment of*
 3 *the ‘Raechel and Jacqueline Houck Safe Rental Car*
 4 *Act of 2015’, the Secretary shall submit a report to*
 5 *the congressional committees set forth in paragraph*
 6 *(1) that contains—*

7 “*(A) the findings of the study conducted*
 8 *pursuant to subsection (b)(2)(F); and*

9 “*(B) any recommendations for legislation*
 10 *that the Secretary determines to be appro-*
 11 *priate.”.*

12 *(h) PUBLIC COMMENTS.*—*The Secretary shall solicit*
 13 *comments regarding the implementation of this section from*
 14 *members of the public, including rental companies, con-*
 15 *sumer organizations, automobile manufacturers, and auto-*
 16 *mobile dealers.*

17 *(i) RULE OF CONSTRUCTION.*—*Nothing in this section*
 18 *or the amendments made by this section—*

19 *(1) may be construed to create or increase any*
 20 *liability, including for loss of use, for a manufacturer*
 21 *as a result of having manufactured or imported a*
 22 *motor vehicle subject to a notification of defect or*
 23 *noncompliance under subsection (b) or (c) of section*
 24 *30118 of title 49, United States Code; or*

1 (2) *shall supersede or otherwise affect the con-*
 2 *tractual obligations, if any, between such a manufac-*
 3 *turer and a rental company (as defined in section*
 4 *30102(a) of title 49, United States Code).*

5 (j) *RULEMAKING.—The Secretary may promulgate*
 6 *rules, as appropriate, to implement this section and the*
 7 *amendments made by this section.*

8 (k) *EFFECTIVE DATE.—The amendments made by this*
 9 *section shall take effect on the date that is 180 days after*
 10 *the date of enactment of this Act.*

11 **SEC. 34210. INCREASE IN CIVIL PENALTIES FOR VIOLA-**
 12 **TIONS OF MOTOR VEHICLE SAFETY.**

13 (a) *INCREASE IN CIVIL PENALTIES.—Section 30165(a)*
 14 *is amended—*

15 (1) *in paragraph (1)—*

16 (A) *by striking “\$5,000” and inserting*
 17 *“\$21,000”; and*

18 (B) *by striking “\$35,000,000” and inserting*
 19 *“\$105,000,000”; and*

20 (2) *in paragraph (3)—*

21 (A) *by striking “\$5,000” and inserting*
 22 *“\$21,000”; and*

23 (B) *by striking “\$35,000,000” and inserting*
 24 *“\$105,000,000”.*

Exhibit 4

AMENDMENT NO. 13 OFFERED BY MR. WILLIAMS

The Acting CHAIR. It is now in order to consider amendment No. 13 printed in part B of House Report 114-326.

Mr. WILLIAMS. Madam Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 563, line 15, insert "primarily" before "engaged".

The Acting CHAIR. Pursuant to House Resolution 512, the gentleman from Texas (Mr. WILLIAMS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Texas.

Mr. WILLIAMS. Madam Chair, I am a second-generation auto dealer. I have been in the industry for most of my life. I know it well.

As such, my one-word amendment will fix Senate language that puts unintentional new burdens on all rental car establishments.

My amendment will clarify the Senate language so it only applies to actual rental car companies, like it is supposed to.

The definition in the underlying bill, which the House never passed, is so broad that it sweeps up dealers who offer loaner vehicles or rentals as a convenience for their customers. My amendment leaves the regulations on all rental car companies, which compromise 99 percent of the market, intact.

The Senate language is flawed because it simply is not tailored to small business. For example, under the bill, vehicles would be grounded for weeks or months for such minor compliance matters as an airbag warning sticker that might peel off the sun visor or an incorrect phone number printed in the owner's manual. The regulations in this bill are not proportionate.

Another problem is that this bill favors multinational rental car companies at the expense of small businesses. This bill will regulate a small-business dealer with a fleet of five loaner vehicles the same way it would regulate a massive rental car company with hundreds of thousands of vehicles in their fleet.

The bill even allows large rental car companies additional compliance time, which further disadvantages small businesses. Madam Chair, large businesses have regulatory and legal staffs available on-hand to help with this burden, and they have the capital to pay millions of dollars in regulatory compliance costs.

The average small-business owner, however, is his or her own legal and regulatory staff. Without my amendment, this bill would impose new government inspections, additional record-keeping requirements, and new penalties up to \$15 million on small businesses.

The Senate bill also gives the National Highway Traffic Safety Admin-

istration the authority to add more regulatory burdens as appropriate, and that is too open-ended.

Without my amendment, this bill could make it impractical for small-business dealers to provide loaner or rental cars to their customers because it mandates vehicles be grounded for minor compliance matters with a minimal impact on safety, and that is not what Congress' intent is or should be.

Madam Chair, in tax law, employment law, and other areas, Congress has recognized the difference between big business and small business. Let's not regulate our Main Street businesses like multinational corporations. Frankly, Main Street is hurting enough as it is.

Vote "yes" on the Williams amendment.

I reserve the balance of my time.

Ms. SCHAKOWSKY. Madam Chair, I claim the time in opposition.

The Acting CHAIR. The gentlewoman from Illinois is recognized for 5 minutes.

Ms. SCHAKOWSKY. Madam Chair, Mr. WILLIAMS' amendment unreasonably limits the application of the Raechel and Jacqueline Houck Safe Rental Car Act that is included in the Senate amendments to H.R. 22.

I yield 3 minutes to the gentlewoman from California (Mrs. CAPPS), the woman who has really been a leader for safety in the car rental field.

Mrs. CAPPS. Madam Chair, I thank my colleague for yielding.

Madam Chair, I rise in strong opposition to the Williams amendment.

This amendment would needlessly exempt auto dealers from critical vehicle safety requirements included in the underlying bill.

While Federal law currently prohibits auto dealers from selling new cars subject to a recall, there is no similar law prohibiting rental companies or auto dealers from renting or loaning out unrecalled vehicles.

I introduced the Raechel and Jacqueline Houck Safe Rental Car Act to close this loophole and prohibit rental car companies and auto dealers from renting or loaning vehicles under safety recall until they are fixed, and I am pleased this legislation is in the underlying bill.

This harmful amendment, however, would put lives at risk by exempting auto dealers from complying with this commonsense safety requirement.

GM, Honda, Chrysler, and other car manufacturers who have issued safety recalls, are loaning out tens of thousands of cars to customers while the repairs are being made. Consumers expect that the loaner cars they receive when they take their own cars into a dealership for repairs are safe to drive. But rather than ensure these loaners are safe, the Williams amendment would allow car dealers to give out loaner cars that have the same exact defect as the car that is being repaired.

The auto dealers are justifying this amendment by claiming that some

safety recalls aren't actually important enough to require immediate repairs. This is ridiculous. NHTSA does not issue frivolous recalls. All safety recalls pose serious safety risks and should be fixed as soon as possible. Any claim otherwise is simply not true.

Madam Chair, it only takes one car with an unrecalled safety recall to tragically end a life. That is what happened to Raechel and Jackie Houck when their rented PT Cruiser caught fire and crashed into a tractor-trailer due to an unrecalled recall. And that is what happened to Jewel Brangman when she was killed by the unrecalled Takata airbag in her rented Honda Civic.

Loaned cars from auto dealers should be no different. The Williams amendment would let these auto dealers off the hook and allow them to loan out defective cars to unsuspecting consumers. It creates a nonsensical double standard for rentals and loaner cars not based on how unsafe they are, but based on who is renting or loaning them to the public. Keeping unrecalled recalled cars parked in the lot and out of the hands of consumers is common sense.

I urge my colleagues to join me in opposing the Williams amendment to ensure all consumers can be confident that their rental car or their loaner car is safe to drive, regardless of whether they get it from a rental company or a dealership.

Ms. SCHAKOWSKY. Madam Chair, I thank the gentlewoman for her leadership.

I understand that everyone has car dealerships in their districts and they are an important part of our economy, but this amendment serves one purpose and one purpose only: allowing car dealers and rental car companies to evade responsibility.

Just like rental car companies, car dealerships rent and lease vehicles regularly. And just like rental car companies, car dealerships should not be renting or leasing cars that are subject to a safety recall without first repairing the defect. These are safety recalls on cars the auto manufacturers themselves have deemed necessary to repair.

Can you imagine bringing your car to a dealer to get a deadly Takata airbag replaced and then being given a loaner car with the same deadly Takata airbag to drive while your car is being repaired? That is the situation that this amendment would allow.

Of all those subjected to the Safe Rental Car Act, car dealerships are in the best position to fix these recalled cars quickly.

Instead of this amendment, which weakens the Senate provision, the Rules Committee should have made in order the gentlewoman's amendment expanding the provision to ensure used cars are not sold until recalls are fixed.

Whether or not renting cars is the company's primary business makes no business. A defective car is a defective car.

Rental companies and auto dealers alike have a responsibility to their customers, and we have a responsibility to ensure that consumers' lives are not put at risk.

I urge my colleagues to oppose this amendment.

I reserve the balance of my time.

Mr. WILLIAMS. Madam Chair, I yield 2 minutes to the gentleman from Pennsylvania (Mr. KELLY), my good friend who is an auto dealer.

Mr. KELLY of Pennsylvania. I thank the gentleman.

Madam Chair, I am fascinated. I have been here for 5 years. And the fact is that people who don't have any idea about how a business is run are constantly telling people how to run their business; they are people who don't have the foggiest idea of who auto dealers are or who our responsibility is to and the fact that all recalls are not created equal.

There is not a single person in our business that would ever put one of our owners in a defective car or a car with a recall. But that could happen. That could happen.

So if you are telling me that, because the wrong phone number is printed in an owner's manual, that is a recall, we have to get that car off the road, my God, can you imagine what would happen to this owner if they opened up that glove box and saw that? What a horrible situation to put them in. Now, you shake your heads and you say, no, that is not what is going on.

Now, please, this is what I do. This is who I am. We are a third-generation automobile business, sold thousands of cars. And these people are not just customers. They are our part of our extended families.

But somehow we believe that, if we can redefine, if we can tell people: "This car has been recalled. You can't possibly get in it" and you say: "Well, what is the recall?", well, you know what? One pound per square inch on the tire pressure is not printed correctly. That is horrible. How could that possibly be? You have got to get that car off the road.

You are subjecting automobile dealers to the same things that you are subjecting rental car companies who don't have to worry about it because, by the way, as those cars come off the road in a recall, the factories pay them for those cars as they sit waiting to be repaired. There is no loss of revenue for a rental car company. That is why they are so happy about it.

And what will they do with us when we take a car off the road? They will say: "Send your customer to us and we will rent them a car."

If you can't see the difference, if you can't see the unequal balance in it, then there is a problem here. If a safety recall is a safety recall, that is one thing. But if it is something else that is cosmetic, that is something altogether different, to group them all under the same umbrella and say: "This is a problem. This is a problem

hunting for some type of an issue and there is no issue here. There is none of us in our business that would ever put any of our owners in an unsafe car.

But I will tell you what. I wish some of these ridiculous amendments would expire.

The Acting CHAIR. The time of the gentleman has expired.

□ 2345

Mr. WILLIAMS. Madam Chair, I yield myself the balance of my time.

Auto dealers, much like us here in Washington, D.C., have a reputation to uphold. No auto dealer in his right mind would loan a vehicle to his customers that is unsafe to drive or operate. Auto dealers should not have to ground all of their loaner vehicles because of minor issues like a sticker that might peel off the sun visor because something was misspelled in the owner's manual. Auto dealers want to provide great service and be able to loan their customers vehicles so they can go to work, drop their kids off at school, go to the grocery store, and visit the doctor. These small business owners should not be regulated like huge, multinational car rental agencies.

I urge Members to support my amendment and protect small businesses.

Madam Chair, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Texas (Mr. WILLIAMS).

The amendment was agreed to.

AMENDMENT NO. 14 OFFERED BY MR. KINZINGER OF ILLINOIS

The Acting CHAIR. It is now in order to consider amendment No. 14 printed in part B of House Report 114-326.

Mr. KINZINGER of Illinois. Madam Chair, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of subtitle B of title XXXIV of division C, add the following:

SEC. 34216. AVAILABILITY OF CERTAIN INFORMATION ON MOTOR VEHICLE EQUIPMENT.

Section 30118 of title 49, United States Code, is amended by adding at the end the following:

"(f) INFORMATION ON DEFECTIVE OR NON-COMPLIANT PARTS.—

"(1) PROVISION OF INFORMATION BY SUPPLIERS.—A supplier of parts that are determined to be defective or noncompliant by the Secretary under subsection (a) or (b) shall identify all parts that are subject to the recall and provide to the Secretary and each affected manufacturer, not later than 3 business days after receiving notification of the determination, for each affected part—

"(A) all part names;

"(B) all part numbers; and

"(C) a description of the part.

"(2) PROVISION OF INFORMATION BY MANUFACTURERS.—Upon receipt of notification of a determination by the Secretary under subsection (a) or (b) or notification from a supplier of parts under paragraph (1), a manufacturer of motor vehicles shall—

"(A) identify the vehicle identification number for each affected vehicle; and

"(B) not later than 5 business days after receiving such notification, provide to the Secretary, in a searchable format determined by the Secretary—

"(i) the vehicle identification numbers identified under subparagraph (A); and

"(ii) the specific part names, numbers, and descriptions used by the manufacturer for all affected parts the sale or lease of which is prohibited by section 30120(j).

"(3) AVAILABILITY OF INFORMATION ON THE INTERNET.—In the case of information provided by a manufacturer under paragraph (2)(B), the Secretary shall make such information available, or require the manufacturer to make such information available, on an Internet website that may be accessed by any person who sells or leases motor vehicle equipment for purposes of assisting such person in complying with section 30120(j). Such information shall be made available in real-time or near-real-time as provided under paragraph (2)(B) and at no cost to the person obtaining access.

"(g) INFORMATION ON ORIGINAL EQUIPMENT.—Not later than July 31, 2016, a manufacturer of motor vehicles shall make available on an Internet website information about the original equipment contained in such vehicles, which shall include—

"(1) all parts or component numbers for such equipment; and

"(2) specific part names and descriptions associated with each manufacturer vehicle identification number."

The Acting CHAIR. Pursuant to House Resolution 512, the gentleman from Illinois (Mr. KINZINGER) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Illinois.

Mr. KINZINGER of Illinois. Madam Chair, I yield myself such time as I may consume.

I rise today to offer an amendment that would improve vehicle safety and ensure that businesses have the necessary information to comply with section 8 of the TREAD Act.

Every day, professional automotive recyclers sell over a half a million original equipment manufacturer parts which are harvested from total loss or end-of-life vehicles and are resold to consumers, repair shops, and dealers. These parts are designed by automakers and are manufactured to meet their requirements. Even when a vehicle may reach the end of its useful life, many parts have a greater lifespan and can be subsequently recycled, resold, and reused. This offers consumers with additional choice to purchase a quality recycled part at a lower cost.

In 2000, Congress enacted the TREAD Act to increase vehicle safety by prohibiting the resale of recycled auto parts that are subject to a recall and have not been remedied. Congress passed this legislation with the safety of the driving public in mind. However, the ability of professional automotive recyclers to identify and remove recalled parts from the supply chain is severely limited.

Earlier this year, Secretary Foxx responded to a question for the record on this subject following a House Transportation and Infrastructure Committee hearing. He recommended that

Exhibit 5

(2) in paragraph (2), by striking “60-day” each place it appears and inserting “180-day”.

SEC. 24109. RENTAL CAR SAFETY.

(a) **SHORT TITLE.**—This section may be cited as the “Raechel and Jacqueline Houck Safe Rental Car Act of 2015”.

(b) **DEFINITIONS.**—Section 30102(a) of title 49, United States Code, is amended—

(1) by redesignating paragraphs (10) and (11) as paragraphs (12) and (13), respectively;

(2) by redesignating paragraphs (1) through (9) as paragraphs (2) through (10), respectively;

(3) by inserting before paragraph (2), as redesignated, the following:

“(1) ‘covered rental vehicle’ means a motor vehicle that—

“(A) has a gross vehicle weight rating of 10,000 pounds or less;

“(B) is rented without a driver for an initial term of less than 4 months; and

“(C) is part of a motor vehicle fleet of 35 or more motor vehicles that are used for rental purposes by a rental company.”; and

(4) by inserting after paragraph (10), as redesignated, the following:

“(11) ‘rental company’ means a person who—

“(A) is engaged in the business of renting covered rental vehicles; and

“(B) uses for rental purposes a motor vehicle fleet of 35 or more covered rental vehicles, on average, during the calendar year.”.

(c) **REMEDIES FOR DEFECTS AND NONCOMPLIANCE.**—Section 30120(i) of title 49, United States Code, is amended—

(1) in the subsection heading, by adding “, OR RENTAL” at the end;

(2) in paragraph (1)—

(A) by striking “(1) If notification” and inserting the following:

“(1) **IN GENERAL.**—If notification”;

(B) by indenting subparagraphs (A) and (B) four ems from the left margin;

(C) by inserting “or the manufacturer has provided to a rental company notification about a covered rental vehicle in the company’s possession at the time of notification” after “time of notification”;

(D) by striking “the dealer may sell or lease,” and inserting “the dealer or rental company may sell, lease, or rent”; and

(E) in subparagraph (A), by striking “sale or lease” and inserting “sale, lease, or rental agreement”;

(3) by amending paragraph (2) to read as follows:

“(2) **RULE OF CONSTRUCTION.**—Nothing in this subsection may be construed to prohibit a dealer or rental company from offering the vehicle or equipment for sale, lease, or rent.”; and

(4) by adding at the end the following:

“(3) **SPECIFIC RULES FOR RENTAL COMPANIES.**—

“(A) IN GENERAL.—Except as otherwise provided under this paragraph, a rental company shall comply with the limitations on sale, lease, or rental set forth in subparagraph (C) and paragraph (1) as soon as practicable, but not later than 24 hours after the earliest receipt of the notice to owner under subsection (b) or (c) of section 30118 (including the vehicle identification number for the covered vehicle) by the rental company, whether by electronic means or first class mail.

“(B) SPECIAL RULE FOR LARGE VEHICLE FLEETS.—Notwithstanding subparagraph (A), if a rental company receives a notice to owner covering more than 5,000 motor vehicles in its fleet, the rental company shall comply with the limitations on sale, lease, or rental set forth in subparagraph (C) and paragraph (1) as soon as practicable, but not later than 48 hours after the earliest receipt of the notice to owner under subsection (b) or (c) of section 30118 (including the vehicle identification number for the covered vehicle) by the rental company, whether by electronic means or first class mail.

“(C) SPECIAL RULE FOR WHEN REMEDIES NOT IMMEDIATELY AVAILABLE.—If a notification required under subsection (b) or (c) of section 30118 indicates that the remedy for the defect or noncompliance is not immediately available and specifies actions to temporarily alter the vehicle that eliminate the safety risk posed by the defect or noncompliance, the rental company, after causing the specified actions to be performed, may rent (but may not sell or lease) the motor vehicle. Once the remedy for the rental vehicle becomes available to the rental company, the rental company may not rent the vehicle until the vehicle has been remedied, as provided in subsection (a).

“(D) INAPPLICABILITY TO JUNK AUTOMOBILES.—Notwithstanding paragraph (1), this subsection does not prohibit a rental company from selling a covered rental vehicle if such vehicle—

“(i) meets the definition of a junk automobile under section 201 of the Anti-Car Theft Act of 1992 (49 U.S.C. 30501);

“(ii) is retitled as a junk automobile pursuant to applicable State law; and

“(iii) is reported to the National Motor Vehicle Information System, if required under section 204 of such Act (49 U.S.C. 30504).”.

(d) MAKING SAFETY DEVICES AND ELEMENTS INOPERATIVE.—Section 30122(b) of title 49, United States Code, is amended by inserting “rental company,” after “dealer,” each place such term appears.

(e) INSPECTIONS, INVESTIGATIONS, AND RECORDS.—Section 30166 of title 49, United States Code, is amended—

(1) in subsection (c)(2), by striking “or dealer” each place such term appears and inserting “dealer, or rental company”;

(2) in subsection (e), by striking “or dealer” each place such term appears and inserting “dealer, or rental company”; and

(3) in subsection (f), by striking “or to owners” and inserting “, rental companies, or other owners”.

(f) RESEARCH AUTHORITY.—The Secretary of Transportation may conduct a study of—

(1) the effectiveness of the amendments made by this section; and

(2) other activities of rental companies (as defined in section 30102(a)(11) of title 49, United States Code) related to their use and disposition of motor vehicles that are the subject of a notification required under section 30118 of title 49, United States Code.

(g) STUDY.—

(1) ADDITIONAL REQUIREMENT.—Section 32206(b)(2) of the Moving Ahead for Progress in the 21st Century Act (Public Law 112–141; 126 Stat. 785) is amended—

(A) in subparagraph (E), by striking “and” at the end;

(B) by redesignating subparagraph (F) as subparagraph (G); and

(C) by inserting after subparagraph (E) the following: “(F) evaluate the completion of safety recall remedies on rental trucks; and”.

(2) REPORT.—Section 32206(c) of such Act is amended—

(A) in paragraph (1), by striking “subsection (b)” and inserting “subparagraphs (A) through (E) and (G) of subsection (b)(2)”;

(B) by redesignating paragraphs (1) and (2) as subparagraphs (A) and (B), respectively;

(C) by striking “REPORT. Not later” and inserting the following:

“(c) REPORTS.—

“(1) INITIAL REPORT.—Not later”; and

(D) by adding at the end the following:

“(2) SAFETY RECALL REMEDY REPORT.—Not later than 1 year after the date of the enactment of the ‘Raechel and Jacqueline Houck Safe Rental Car Act of 2015’, the Secretary shall submit a report to the congressional committees set forth in paragraph (1) that contains—

“(A) the findings of the study conducted pursuant to subsection (b)(2)(F); and

“(B) any recommendations for legislation that the Secretary determines to be appropriate.”.

(h) PUBLIC COMMENTS.—The Secretary shall solicit comments regarding the implementation of this section from members of the public, including rental companies, consumer organizations, automobile manufacturers, and automobile dealers.

(i) RULE OF CONSTRUCTION.—Nothing in this section or the amendments made by this section—

(1) may be construed to create or increase any liability, including for loss of use, for a manufacturer as a result of having manufactured or imported a motor vehicle subject to a notification of defect or noncompliance under subsection (b) or (c) of section 30118 of title 49, United States Code; or

(2) shall supersede or otherwise affect the contractual obligations, if any, between such a manufacturer and a rental company (as defined in section 30102(a) of title 49, United States Code).

(j) RULEMAKING.—The Secretary may promulgate rules, as appropriate, to implement this section and the amendments made by this section.

(k) **EFFECTIVE DATE.**—The amendments made by this section shall take effect on the date that is 180 days after the date of enactment of this Act.

SEC. 24110. INCREASE IN CIVIL PENALTIES FOR VIOLATIONS OF MOTOR VEHICLE SAFETY.

(a) **INCREASE IN CIVIL PENALTIES.**—Section 30165(a) of title 49, United States Code, is amended—

(1) in paragraph (1)—

(A) by striking “\$5,000” and inserting “\$21,000”; and
(B) by striking “\$35,000,000” and inserting “\$105,000,000”; and

(2) in paragraph (3)—

(A) by striking “\$5,000” and inserting “\$21,000”; and
(B) by striking “\$35,000,000” and inserting “\$105,000,000”.

(b) **EFFECTIVE DATE.**—The amendments made by subsection (a) of this section take effect on the date that the Secretary certifies to Congress that the National Highway Traffic Safety Administration has issued the final rule required by section 31203(b) of the Moving Ahead for Progress in the 21st Century Act (Public Law 112–141; 126 Stat. 758; 49 U.S.C. 30165 note).

(c) **PUBLICATION OF EFFECTIVE DATE.**—The Secretary shall publish notice of the effective date under subsection (b) of this section in the Federal Register.

SEC. 24111. ELECTRONIC ODOMETER DISCLOSURES.

Section 32705(g) of title 49, United States Code, is amended—

(1) by inserting “(1)” before “Not later than” and indenting appropriately; and

(2) by adding at the end the following:

“(2) Notwithstanding paragraph (1) and subject to paragraph (3), a State, without approval from the Secretary under subsection (d), may allow for written disclosures or notices and related matters to be provided electronically if—

“(A) in compliance with—

“(i) the requirements of subchapter 1 of chapter 96 of title 15; or

“(ii) the requirements of a State law under section 7002(a) of title 15; and

“(B) the disclosures or notices otherwise meet the requirements under this section, including appropriate authentication and security measures.

“(3) Paragraph (2) ceases to be effective on the date the regulations under paragraph (1) become effective.”.

SEC. 24112. CORPORATE RESPONSIBILITY FOR NHTSA REPORTS.

Section 30166(o) of title 49, United States Code, is amended—

(1) in paragraph (1), by striking “may” and inserting “shall”; and

(2) by adding at the end the following:

“(3) **DEADLINE.**—Not later than 1 year after the date of enactment of the Comprehensive Transportation and Consumer Protection Act of 2015, the Secretary shall issue a final rule under paragraph (1).”.

Exhibit 6

Roger Williams Response to Amendment Review

Nov 24, 2015

Press Release

This is why people are so tired of politics. A laughable "charge" has been brought on by an editor of a publication backed by billionaire liberal George Soros. For years, the so-called Center for Public Integrity has mounted countless attacks against Republicans under the false description as a "nonpartisan" "news organization" (and I use those quotations intentionally because this organization is neither).

The fact is that there is no ethics investigation against me. During public debate of the recently passed transportation bill on the floor of the United States House of Representatives, I offered a one word, technical amendment that would affect thousands of auto dealers industry-wide because today, not all automotive safety recalls are created equal. Dealers should not be forced to ground vehicles for a misprint or a peeled sticker.

That's it. Let's not forget that my technical amendment passed the House unanimously, which in the current state of Congress, can only mean that it was a glaringly commonsensical fix. Let me be clear that my amendment does not protect dealers from future lawsuits that could strip away their livelihoods.

I chose to apply some common sense to legislation that specifically intended to further over regulate small businesses and increase burdens on Main Street while they are still trying to survive in this Obama economy. As the piece correctly stated, I have extensive experience in actually running a business – that's something I am proud of and something most in Washington, D.C. know nothing about. It is precisely why the people of my district sent me to Washington.

Unless a Member is a career politician, like Hillary Clinton, they have probably had at least one prior job. Should those Members excuse themselves from engaging in debate that affects the industries or sectors they know best? In my opinion, absolutely not.

Are Members of Congress who are doctors engaged in conflicts of interest when they vote on Medicare, Medicaid or NIH funding? Are Members of Congress who are involved in real estate engaged in conflicts of interest when they vote on public housing or tax credits? What about CPAs in Congress who would be affected by tax reform? How about lawyers and tort reform?

My minor, technical amendment reined in the federal government. I remain committed to continuing to fight for my district, for my state and for all Americans against an administration that continues to choke small businesses.

This country has suffered immensely under Barack Obama's failed anti-growth policies. I will proudly stand on the courthouse square in any city in my district at high noon on any day of the week and

defend small businesses against this run-away federal government, run by career politicians and protected by a biased liberal media.

As for this "charge" from George Soros' organization? What a joke.

- *Rep. Roger Williams*

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