Exhibit 1
# Financial Disclosure Report

Clerk of the House of Representatives • Legislative Resource Center • 135 Canyon 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

<table>
<thead>
<tr>
<th>Asset</th>
<th>Owner</th>
<th>Value of Asset</th>
<th>Income Type(s)</th>
<th>Income</th>
<th>Tx. &gt; $1,000?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edward Jones Brokerage Account ➔ Chevron Corporation (CVX)</td>
<td></td>
<td>$50,001 - $100,000</td>
<td>Dividends</td>
<td>$1,001 - $2,500</td>
<td>✔</td>
</tr>
<tr>
<td>Edward Jones Brokerage Account ➔ Coach, Inc. (COH)</td>
<td>SP</td>
<td>None</td>
<td>Dividends</td>
<td>$1 - $200</td>
<td>✔</td>
</tr>
<tr>
<td>Edward Jones Brokerage Account ➔ Davis New York Venture Fund Cl A</td>
<td>SP</td>
<td>$1,001 - $15,000</td>
<td>Capital Gains, Dividends</td>
<td>$1,001 - $2,500</td>
<td>✔</td>
</tr>
<tr>
<td>Edward Jones Brokerage Account ➔ General Electric Company (GE)</td>
<td>SP</td>
<td>$1,001 - $15,000</td>
<td>Dividends</td>
<td>$1 - $200</td>
<td>✔</td>
</tr>
<tr>
<td>Edward Jones Brokerage Account ➔ Gogo Inc. (GOGO)</td>
<td>SP</td>
<td>$1,001 - $15,000</td>
<td>None</td>
<td></td>
<td>✔</td>
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<tr>
<td>Edward Jones Brokerage Account ➔ Invesco Diversified Div Fd A</td>
<td>SP</td>
<td>$1,001 - $15,000</td>
<td>Capital Gains, Dividends</td>
<td>$201 - $1,000</td>
<td>✔</td>
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<td>Edward Jones Brokerage Account ➔ Invesco Growth &amp; Income Fund Cl A</td>
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<td>$1,001 - $15,000</td>
<td>Capital Gains, Dividends</td>
<td>$201 - $1,000</td>
<td>✔</td>
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<tr>
<td>Edward Jones Brokerage Account ➔</td>
<td>SP</td>
<td>$1,001 - $15,000</td>
<td>Capital Gains</td>
<td>$201 - $1,000</td>
<td>✔</td>
</tr>
<tr>
<td>Asset</td>
<td>Owner</td>
<td>Value of Asset</td>
<td>Income Type(s)</td>
<td>Income</td>
<td>Tx. &gt; $1,000?</td>
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<tr>
<td>----------------------------------------------------------------------</td>
<td>-------</td>
<td>-----------------------------</td>
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<tr>
<td>Invesco International Growth Fund CL.A</td>
<td>SP</td>
<td>$1,001 - $15,000</td>
<td>Dividends</td>
<td>$1 - $200</td>
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<tr>
<td>Edward Jones Brokerage Account =&gt; Target Corporation (TGT)</td>
<td>SP</td>
<td>None</td>
<td>Capital Gains</td>
<td>$1,001 - $2,500</td>
<td></td>
</tr>
<tr>
<td>Edward Jones Brokerage Account =&gt; Twitter, Inc. (TWTR)</td>
<td>SP</td>
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<td>Capital Gains</td>
<td>$15,001 - $50,000</td>
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<tr>
<td>Edward Jones Brokerage Account =&gt; Walt Disney Company (DIS)</td>
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<td>$1,001 - $15,000</td>
<td>None</td>
<td></td>
<td></td>
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<tr>
<td>Jack Williams Chevrolet =&gt; 500 Main/Williams GP LLC</td>
<td></td>
<td>$1,001 - $15,000</td>
<td>None</td>
<td></td>
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</tr>
<tr>
<td>Location: Abilene/Parker, TX, US</td>
<td></td>
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</tr>
<tr>
<td>Description: Real estate</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Jack Williams Chevrolet =&gt; 500 Main/Williams, Ltd.</td>
<td></td>
<td>$100,001 - $250,000</td>
<td>None</td>
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<td>Location: Abilene/Parker, TX, US</td>
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<td>Description: Real estate</td>
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<tr>
<td>Jack Williams Chevrolet =&gt; Jack Williams Chevrolet</td>
<td></td>
<td>$1 - $1,000</td>
<td>Interest, Royalties, Auto Dealership</td>
<td>$100,001 - $1,000,000</td>
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<tr>
<td>Location: Fort Worth, TX, US</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description: Motor Vehicle Dealership</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jack Williams Chevrolet =&gt; PBC Network Crossing</td>
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<td>None</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location: Austin/Travis, TX, US</td>
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<tr>
<td>Description: Commercial real estate</td>
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<td></td>
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<tr>
<td>Jack Williams Chevrolet =&gt; Pershing House</td>
<td></td>
<td>$100,001 - $250,000</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location: Fort Worth/Tarrant, TX, US</td>
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<td></td>
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<td></td>
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<tr>
<td>Jack Williams Chevrolet =&gt; Van Dyke Energy</td>
<td></td>
<td>$100,001 - $250,000</td>
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<td>Location: Houston/Harris, TX, US</td>
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<tr>
<td>Description: Offshore drilling company</td>
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<td>Jack Williams Chevrolet =&gt; Walsh House</td>
<td></td>
<td>$100,001 - $250,000</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asset</td>
<td>Owner</td>
<td>Value of Asset</td>
<td>Income Type(s)</td>
<td>Income</td>
<td>Tx. &gt; $1,000?</td>
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<tr>
<td>-------</td>
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<td>----------------</td>
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</tr>
<tr>
<td></td>
<td>JRW Corporation</td>
<td>$50,001 - $100,000</td>
<td>None</td>
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<tr>
<td></td>
<td>First Texas BHC, Inc.</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Description: Stock held in JRW Corporation</td>
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<tr>
<td></td>
<td>JRW Corporation</td>
<td>$25,000,001 - $50,000,000</td>
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<tr>
<td></td>
<td>JRW Corporation &amp; Affiliates</td>
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<tr>
<td></td>
<td>Description: Motor Vehicle Dealer</td>
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<tr>
<td></td>
<td>JRW II, LLC</td>
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<tr>
<td></td>
<td>Description: Motor Vehicle Dealer</td>
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<tr>
<td></td>
<td>Lake House</td>
<td>$1,000,001 - $5,000,000</td>
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<tr>
<td></td>
<td>Location: Marble Falls/Burnet, TX, US</td>
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<tr>
<td></td>
<td>Museum Collectibles</td>
<td>$1,000,001 - $5,000,000</td>
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<tr>
<td></td>
<td>Description: Sports memorabilia, political &amp; military artifacts, historical documents &amp; photographs, &amp; art.</td>
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<tr>
<td></td>
<td>Note Receivable - Congressional Campaigns</td>
<td>None</td>
<td>None</td>
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<td>Description: Received full payment in 2014.</td>
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<td></td>
<td>Note Receivable - Vestry Corporation</td>
<td>$250,001 - $500,000</td>
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<td></td>
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<td></td>
<td>Weatherford, TX</td>
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<td></td>
<td>Note Receivable - Williams Chrysler Dodge Jeep</td>
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<td>Interest</td>
<td>$50,001 - $100,000</td>
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<td></td>
<td>Pedernales Electric Cooperative</td>
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<td>None</td>
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<tr>
<td></td>
<td>Description: Electric cooperative</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Personal Checking Account - Chase Bank</td>
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<td></td>
<td>Personal Checking Account - Legacy</td>
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<tr>
<td></td>
<td>Personal Checking Account - Legacy Texas Bank</td>
<td>$1,001 - $15,000</td>
<td>Interest</td>
<td>$1 - $200</td>
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</table>

LOCATION: Fort Worth/Tarrant, TX, US
<table>
<thead>
<tr>
<th>Asset</th>
<th>Owner</th>
<th>Value of Asset</th>
<th>Income Type(s)</th>
<th>Income</th>
<th>Tx. &gt; $1,000?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Money Market Account- Legacy Texas Bank</td>
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<td>None</td>
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<tr>
<td>Personal Money Market Account- Legacy Texas Bank</td>
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<td>$15,001 - $50,000</td>
<td>None</td>
<td>None</td>
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<tr>
<td>Personal residence</td>
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<td>$1,000,001 - $5,000,000</td>
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<tr>
<td>Quintana Energy Partners</td>
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<td>$250,001 - $500,000</td>
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<td>None</td>
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<tr>
<td>Renzel Boulevard Car Wash</td>
<td></td>
<td>$1 - $1,000</td>
<td>Interest</td>
<td>$1 - $200</td>
<td></td>
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<tr>
<td>Renzel Boulevard Car Wash</td>
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<td></td>
</tr>
<tr>
<td>Vestry Corporation</td>
<td></td>
<td>$1,000,001 - $5,000,000</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Palo Pinto Ranch</td>
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<tr>
<td>Vestry Corporation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Blackstone Group L.P.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vestry Corporation</td>
<td></td>
<td></td>
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<tr>
<td>Vestry Corporation</td>
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<tr>
<td>Vestry Corporation</td>
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<tr>
<td>Williams Chrysler Plymouth Dodge Rental Property</td>
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<td>$100,001 - $250,000</td>
<td>Rent</td>
<td>$5,001 - $15,000</td>
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<td>Williams Chrysler Plymouth Dodge Rental Property</td>
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<td>Roger Williams Chrysler Plymouth Dodge</td>
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<td>$1 - $1,000</td>
<td>Interest, Auto</td>
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<tr>
<td>Williams Irrevocable Life Insurance Trust</td>
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<td>$15,001 - $50,000</td>
<td>Unearned Interest</td>
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<tr>
<td>Williams Family Irrevocable Trust: Fort Worth, TX</td>
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### SCHEDULE B: TRANSACTIONS

<table>
<thead>
<tr>
<th>Asset</th>
<th>Owner</th>
<th>Date</th>
<th>Tx. Type</th>
<th>Amount</th>
<th>Cap. Gains &gt; $200?</th>
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</thead>
<tbody>
<tr>
<td>Edward Jones Brokerage Account -&gt; Chevron Corporation (CVX)</td>
<td>01/3/2014</td>
<td>P</td>
<td>$50,001 - $100,000</td>
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<tr>
<td>Edward Jones Brokerage Account -&gt; Coach, Inc. (COH)</td>
<td>SP 05/21/2014</td>
<td>S</td>
<td>$1,001 - $15,000</td>
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<td></td>
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<tr>
<td>Edward Jones Brokerage Account -&gt; Twitter, Inc. (TWTR)</td>
<td>01/3/2014</td>
<td>S (partial)</td>
<td>$1,001 - $15,000</td>
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</tr>
<tr>
<td>Edward Jones Brokerage Account -&gt; Twitter, Inc. (TWTR)</td>
<td>01/3/2014</td>
<td>S (partial)</td>
<td>$15,001 - $50,000</td>
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<tr>
<td>Edward Jones Brokerage Account -&gt; Twitter, Inc. (TWTR)</td>
<td>SP 02/25/2014</td>
<td>S</td>
<td>$1,001 - $15,000</td>
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<td></td>
</tr>
<tr>
<td>Edward Jones Brokerage Account -&gt; Twitter, Inc. (TWTR)</td>
<td>02/20/2014</td>
<td>S</td>
<td>$15,001 - $50,000</td>
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<td></td>
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<tr>
<td>Vesta Corporation -&gt; The Blackstone Group LP</td>
<td>05/17/2013</td>
<td>S</td>
<td>$1,001 - $15,000</td>
<td></td>
<td></td>
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<tr>
<td>Williams Irrevocable Life Insurance Trust -&gt; Williams Irrevocable Life Insurance Trust</td>
<td>02/8/2014</td>
<td>P</td>
<td>$15,001 - $50,000</td>
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* Asset class details available at the bottom of this form.
**Schedule C: Earned Income**

<table>
<thead>
<tr>
<th>Source</th>
<th>Type</th>
<th>Amount</th>
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<tbody>
<tr>
<td>P.K. Flowers Interior</td>
<td>Spouse Salary</td>
<td>N/A</td>
</tr>
<tr>
<td>Williams Chrysler LP</td>
<td>Spouse Salary</td>
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**Schedule D: Liabilities**

<table>
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<tr>
<th>Owner Creditor</th>
<th>Date Incurred</th>
<th>Type</th>
<th>Amount of Liability</th>
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</thead>
<tbody>
<tr>
<td>Roger Williams (RWC1D)</td>
<td>March 2009</td>
<td>Note Payable</td>
<td>$500,001 - $1,000,000</td>
</tr>
<tr>
<td>Roger Williams (Vestry)</td>
<td>July 1995</td>
<td>Note Payable</td>
<td>$250,001 - $500,000</td>
</tr>
<tr>
<td>Legacy Texas Bank</td>
<td>September 2009</td>
<td>Line of Credit</td>
<td>$1,000,001 - $5,000,000</td>
</tr>
<tr>
<td>Legacy Texas Bank</td>
<td>December 2011</td>
<td>Line of Credit</td>
<td>$500,001 - $1,000,000</td>
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<tr>
<td>Legacy Texas Bank</td>
<td>September 2012</td>
<td>Mortgage on Personal Residence (Horseshoe Bay)</td>
<td>$250,001 - $500,000</td>
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<tr>
<td>SP Legacy Texas Bank</td>
<td>May 2013</td>
<td>Personal loan</td>
<td>$10,000 - $15,000</td>
</tr>
<tr>
<td>Legacy Texas Bank</td>
<td>December 2009</td>
<td>Line of Credit</td>
<td>$1,000,001 - $5,000,000</td>
</tr>
<tr>
<td>SP Legacy Texas Bank</td>
<td>March 2014</td>
<td>Personal Loan</td>
<td>$15,001 - $50,000</td>
</tr>
<tr>
<td>Legacy Texas Bank</td>
<td>March 2014</td>
<td>Land Loan</td>
<td>$500,001 - $1,000,000</td>
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</tbody>
</table>

**Schedule E: Positions**

<table>
<thead>
<tr>
<th>Position</th>
<th>Name of Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sole Director &amp; President</td>
<td>JRW Corporation</td>
</tr>
<tr>
<td>Sole Manager &amp; President</td>
<td>Williams Chrysler, LP</td>
</tr>
<tr>
<td>Sole Manager &amp; President</td>
<td>Williams Chrysler Holding, LLC</td>
</tr>
<tr>
<td>Sole Manager &amp; President</td>
<td>Vestry Holding, LLC</td>
</tr>
<tr>
<td>Sole Manager &amp; President</td>
<td>Jack Williams Chevrolet Holding, LLC</td>
</tr>
<tr>
<td>Sole Manager &amp; President</td>
<td>Vestry, LP</td>
</tr>
<tr>
<td>Sole Manager &amp; President</td>
<td>Jack Williams Chevrolet, LP</td>
</tr>
</tbody>
</table>
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**

<table>
<thead>
<tr>
<th>Source</th>
<th>Start Date</th>
<th>End Date</th>
<th>Itinerary</th>
<th>Days at Own Exp.</th>
<th>Lodging?</th>
<th>Food?</th>
<th>Family?</th>
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<tbody>
<tr>
<td>Sponsored by the Heritage Foundation</td>
<td>02/6/2014</td>
<td>02/7/2014</td>
<td>Washington DC - Richmond - Dallas - Fort Worth</td>
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<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
</tbody>
</table>

**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
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
CONGRESSIONAL RECORD — HOUSE

November 3, 2015

HIRE MORE HEROES ACT OF 2015

GENERAL LEAVE

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.

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. 21.

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.

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 THICARE 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 Chair reads 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.
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 today that there is considering the Surface Transportation Reauthorization and Reform Act of 2015, the STARR Act.

I want to thank Chairman SAM GRAVENS 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 STARR 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. The system 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 STARR Act is all about.

To help put this legislation together, Mr. Chairman, our committee traveled to 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 have a variety of needs and that certainty over multiple years is necessary to address those needs. The STARR 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 ourDOT’s 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.
Exhibit 3
erating, or other agreement between the dealer
and the manufacturer.”; and

(3) by adding at the end the following:

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

SEC. 34208. EXTENSION OF TIME PERIOD FOR REMEDY OF

TIRE DEFECTS.

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

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

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

SEC. 34209. RENTAL CAR SAFETY.

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

(b) DEFINITIONS.—Section 30102(a) 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 5 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 5 or more covered rental vehicles.”.

(c) REMEDIES FOR DEFECTS AND NONCOMPLIANCE.—

Section 30120(i) 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: 

†HR 22 EAS
“(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 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.
under section 204 of such Act (49 U.S.C. 30504).”.

(d) Making Safety Devices and Elements Inoperative.—Section 30122(b) is amended by inserting “rental company,” after “dealer,” each place such term appears.

(e) Inspections, Investigations, and Records.—Section 30166 is amended—

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

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

“(c) REPORTS.—

“(1) INITIAL REPORT.—Not later”;

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

(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. 34210. INCREASE IN CIVIL PENALTIES FOR VIOLATIONS OF MOTOR VEHICLE SAFETY.

(a) INCREASE IN CIVIL PENALTIES.—Section 30165(a) 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".

†HR 22 EAS
Exhibit 4
AMENDMENT NO. 1 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 13, insert "primarily" before "ensuing".

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 that it 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 businesses. 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 staff available on-hand to help with this burden, and they have the capital to pay millions of dollars in regulatory compliance.

The average small-business owner, however, is his or her own legal and regulatory staff. Without my amendment, this bill would impose new government regulations, additional record-keeping requirements, and new penalties up to $1.5 million on small businesses.

The Senate bill also gives the National Highway Traffic Safety Administra-tion 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 car 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.

To preserve 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 this bill.

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, Mr. 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 unrebuilt safety recall to tragically end a life. That is what happened to Raechel and Jackie Houck when their rented car caught fire and crashed into a tractor-trailer due to an unrebuilt recall. And that is what happened to Jewel Brangman when she was killed by the unrepaired 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 unrepaired cars parked in the lot and out of the hands of consumers in 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 no 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 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? I'm sure the same thing is happening with loaner cars.

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? I'm sure the same thing is happening with loaner cars.

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 vehicles are not sold until recalls are fixed.

Whether or not 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 what 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 that 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, that 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 it is: a round 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 working with 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 come.

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

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 want to put his customer 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 misprinted 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.

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 subsection B of title XXXIV or division C add the following:

SEC. 3918A. INFORMATION OR CERTAIN INFORMATION ON MOTOR VEHICLE EQUIPMENT.

Section 2038 of title 49, United States Code, is amended by adding at the end the following:

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

(A) PROVIDER 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 2 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.

(B) INFORMATION BY MANUFACTURERS.—Upon receipt of notification of the 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 subsection (a) or (b); 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 502(b).

(3) AVAILABILITY OF INFORMATION ON THE INTERNET.—In the case of information provided by a manufacturer under paragraph (2), the Secretary may require such information to be made available on an Internet website that may be accessed by any person who sells, leases, or services motor vehicle equipment for purposes of assisting that person in complying with section 3012(b). 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.

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

(A) all part names or component numbers for such equipment; and

(B) 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 customers, repair shops, and recyclers. 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 passed 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
H. R. 22—395

(2) in paragraph (2), by striking "60-day" each place it appears and inserting "150-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) Definition.—Section 30192(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(a) 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 (3) to read as follows:

"(3) 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)."

(e) 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.

(f) INSPECTIONS, INVESTIGATIONS, AND RECORDS.—Section 30160 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:

"(1) REPORT.—"

"(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 Rachel and Jacqueline Heuck Safe Rental Car Act of 2018, 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 COMMENT.**—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.
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(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 31206(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 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 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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