APPENDIX 1
OFFICE OF CONGRESSIONAL ETHICS
UNITED STATES HOUSE OF REPRESENTATIVES

REPORT

Review No. 15-1202

The Board of the Office of Congressional Ethics (the “Board”), by a vote of no less than four members, on April 22, 2016, adopted the following report and ordered it to be transmitted to the Committee on Ethics of the United States House of Representatives.

SUBJECT:  Representative Roger Williams

NATURE OF THE ALLEGED VIOLATION:  Representative Roger Williams owns an auto dealership in Weatherford, Texas.  On November 4, 2015, Rep. Williams offered, and the House of Representatives accepted by voice vote, an amendment to surface transportation reauthorization legislation to limit a provision of the bill that prohibited the renting or loaning of vehicles subject to safety recalls to companies that are “primarily” engaged in the car rental business.  His amendment exempted companies not primarily engaged in the car rental business, such as auto dealers, from the prohibition on renting or loaning vehicles subject to safety recalls.

If Representative Williams improperly took official action on a matter in which he had a personal financial interest, then he may have violated House rules and standards of conduct regarding conflicts of interest.

RECOMMENDATION:  The Board recommends that the Committee on Ethics further review the allegation that Representative Williams improperly took official action on a matter in which he had a personal financial interest, as there is substantial reason to believe that Representative Williams’ personal financial interest in his auto dealership may be perceived as having influenced his performance of official duties – namely, his decision to offer of an amendment to the surface transportation legislation.

VOTES IN THE AFFIRMATIVE:  6
VOTES IN THE NEGATIVE:  0
ABSTENTIONS:  0

MEMBER OF THE BOARD OR STAFF DESIGNATED TO PRESENT THIS REPORT TO THE COMMITTEE ON ETHICS:  Omar S. Ashmawy, Staff Director & Chief Counsel
**FINDINGS OF FACT AND CITATIONS TO LAW**

Review No. 15-1202

**TABLE OF CONTENTS**

I. **INTRODUCTION**................................................................................................................ 3
   A. Summary of Allegations ..................................................................................................... 3
   B. Jurisdictional Statement ...................................................................................................... 3
   C. Procedural History .............................................................................................................. 4
   D. Summary of Investigative Activity ..................................................................................... 4

II. **REPRESENTATIVE WILLIAMS’ PERSONAL FINANCIAL INTEREST IN AN AUTO DEALERSHIP MAY BE PERCEIVED AS HAVING INFLUENCED HIS PERFORMANCE OF OFFICIAL DUTIES** ..................................................................... 5
   A. Applicable Laws, Rules, and Standards of Conduct ........................................................... 5
   B. Representative Williams Offered an Amendment to a House Transportation Bill That Affected His Personal Financial Interest ............................................................................ 7

III. **CONCLUSION** .................................................................................................................. 10

IV. **INFORMATION THE OCE WAS UNABLE TO OBTAIN AND RECOMMENDATIONS FOR THE ISSUANCE OF SUBPOENAS** ....................................... 10
FINDINGS OF FACT AND CITATIONS TO LAW

Review No. 15-1202

On April 22, 2016, the Board of the Office of Congressional Ethics (hereafter “the Board”) adopted the following findings of fact and accompanying citations to laws, regulations, rules, and standards of conduct (in italics).

The Board notes that these findings do not constitute a determination of whether or not a violation actually occurred.

I. INTRODUCTION

A. Summary of Allegations

1. Representative Roger Williams owns a car dealership in Weatherford, Texas, which offers rental cars to customers who have their vehicles serviced at the dealership.

2. On November 4, 2015, Rep. Williams offered, and the House of Representatives accepted by voice vote, an amendment to surface transportation reauthorization legislation to limit a provision of the bill that prohibited the renting or loaning of vehicles subject to safety recalls to companies that are “primarily” engaged in the car rental business. His amendment effectively exempted companies not “primarily” engaged in the car rental business, such as auto dealers, from the prohibition on renting or loaning vehicles subject to safety recalls.

3. If Representative Williams improperly took official action on a matter in which he had a personal financial interest, then he may have violated House rules and standards of conduct regarding conflicts of interest.

4. The Board recommends that the Committee on Ethics further review the allegation that Representative Williams improperly took official action on a matter in which he had a personal financial interest, as there is substantial reason to believe that Representative Williams’ personal financial interest in his auto dealership may be perceived as having influenced his performance of official duties – namely, his decision to offer of an amendment to the surface transportation legislation.

B. Jurisdictional Statement

5. The allegations that were the subject of this review concern Representative Roger Williams, a Member of the United States House of Representatives from the 25th District of Texas. The Resolution the United States House of Representatives adopted creating the Office of Congressional Ethics directs that, “[n]o review shall be undertaken . . . by the board of any alleged violation that occurred before the date of adoption of this
C. Procedural History

6. The OCE received a written request for a preliminary review in this matter signed by at least two members of the Board on January 4, 2016. The preliminary review commenced on January 5, 2016. The preliminary review was scheduled to end on February 3, 2016.

7. On January 5, 2016, the OCE notified Representative Williams of the initiation of the preliminary review, provided him with a statement of the nature of the review, notified him of his right to be represented by counsel in this matter, and notified him that invoking his right to counsel would not be held negatively against him.

8. At least three members of the Board voted to initiate a second-phase review in this matter on January 22, 2016. The second-phase review commenced on February 4, 2016. The second-phase review was scheduled to end on March 19, 2016.

9. On February 3, 2016, the OCE notified Representative Williams of the initiation of the second-phase review, again notified him of his right to be represented by counsel in this matter, and notified him that invoking that right would not be held negatively against him.

10. The Board voted to extend the second-phase review by an additional period of fourteen days on February 26, 2016. The additional period ended on April 2, 2016.

11. The Board voted to refer the matter to the Committee on Ethics and adopted these findings on April 22, 2016.

12. The report and its findings in this matter were transmitted to the Committee on Ethics on May 13, 2016.

D. Summary of Investigative Activity

13. The OCE requested documentary and, in some cases, testimonial information from the following sources:

   (1) Representative Roger Williams; and

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2 A preliminary review is “requested” in writing by members of the Board of the OCE. The request for a preliminary review is received by the OCE on a date certain. According to H. Res. 895 of the 110th Congress (hereafter “the Resolution”), the timeframe for conducting a preliminary review is 30 days from the date of receipt of the Board’s request.
3 Letter from OCE Staff Director and Chief Counsel to Representative Williams, January 5, 2016.
4 According to the Resolution, the Board must vote (as opposed to make a written authorization) on whether to conduct a second-phase review in a matter before the expiration of the 30-day preliminary review. If the Board votes for a second-phase, the second-phase commences the day after the preliminary review ends.
5 Letter from OCE Staff Director and Chief Counsel to Representative Williams, February 3, 2016.
(2) Roger Williams Auto Mall.

14. Representative Williams declined to provide the OCE with information in response to the OCE’s requests and was determined to be non-cooperative.

15. The Roger Williams Auto Mall declined to provide any information requested by the OCE. The Auto Mall was determined to be a non-cooperating witness.

II. REPRESENTATIVE WILLIAMS’ PERSONAL FINANCIAL INTEREST IN AN AUTO DEALERSHIP MAY BE PERCEIVED AS HAVING INFLUENCED HIS PERFORMANCE OF OFFICIAL DUTIES

A. Applicable Laws, Rules, and Standards of Conduct

16. House Rules

Pursuant to House Rule 23, clause 1, Members “shall behave at all times in a manner that shall reflect creditably on the House.”


Under House Rule 23 clause 3, Members “may not permit compensation to accrue to the beneficial interest of such individual from any source, the receipt of which would occur by virtue of influence improperly exerted from the position of such individual in Congress.”

17. Code of Ethics for Government Service

Section 5 of the Code of Ethics for Government Service provides: “Any person in Government service should . . . never discriminate unfairly by the dispensing of special favors or privileges to anyone, whether for remuneration or not; and never accept for himself or his family, favors or benefits under circumstances which might be construed by reasonable persons as influencing the performance of his governmental duties.”


According to the House Ethics Manual, “Members may not use their congressional position for personal financial benefit.”

The Manual further notes that Member actions such as sponsoring legislation or advocating or participating in an action by a House Committee “entail a degree of advocacy above and beyond that involved in voting.” Therefore, a “Member’s decision on whether to take any such action on a matter that may affect his or her personal

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7 Id. at 237. With respect to voting, the Manual instructs that Members may vote on a matter unless they have “a direct personal or pecuniary interest” in the matter. Id. at 234 (quotation omitted).
financial interest requires added circumspection.”

The Manual advises that a Member who considers taking such action on a matter that may affect his or her financial interests “should first contact the Standards Committee for guidance.”

19. House Committee on Ethics Precedent

With respect to House Rule 23, clause 3, the Committee on Ethics has advised: “The nature of Members as proxies for their constituents in the federal government makes it impossible to require recusal on every issue in which a Member has a financial interest. . . . If a Member seeks to act on a matter where he might benefit as a member of a large class, such action does not require recusal. . . . By contrast, where a Member’s actions would serve his own narrow financial interests, the Member should refrain from acting. The Committee’s guidance on this point advises Members to engage in ‘added circumspection’ any time a Member is deciding whether to take official action ‘on a matter that may affect his or her personal financial interests.’”

With respect to Section 5, clause 1, of the Code of Ethics for Government Service, the Committee on Ethics has found a violation when a Member treats an individual or entity differently than other similarly situated individuals or entities. On the other hand, when a Member treats an individual or entity “as any other constituent” and does not “engage in favoritism,” a violation will not be found.

With respect to Section 5, clause 2, of the Code of Ethics for Government Service, the Committee on Ethics has advised that a “quid pro quo” is not necessary to establish a violation, noting that “the Committee has consistently prohibited acting on matters in which a Member has a financial interest precisely because the public would construe such action as self-dealing, whether the Member engaged in the action for that reason or not.” Rather, “[t]he only question is whether reasonable persons might construe [a Member’s interest] as influencing the performance of his governmental duties” or whether “the public might, and reasonably could, view [the official action] as motivated by his substantial [financial interest.]”

“Precedents on conflicts of interest do contemplate that disclosure, especially in instances where a Member’s interests are in line with the Member’s constituents, is the ‘preferred method of regulating possible conflicts of interest.’ However, such disclosure

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8 Id.
9 Id.
11 Id. at 14.
13 Id. at 18 (citing In the Matter of Shelley Berkley at 55).
14 Id. at 20-21 (quotations omitted).
must be full and complete and, even if complete, does not always alleviate a conflict or permit a Member to act.”

B. Representative Williams Offered an Amendment to a House Transportation Bill That Affected His Personal Financial Interest

20. Representative Roger Williams is the owner and chairman of Roger Williams Chrysler/Dodge/Jeep/Ram/SRT, an automobile dealership in Weatherford, Texas (“Roger Williams Auto Mall”).

21. In his 2014 Financial Disclosure Report, Representative Williams identified himself as the Sole Manager and President of Williams Chrysler, LP; Williams Chrysler Holding, LLC; Jack Williams Chevrolet Holding, LLC; and Jack Williams Chevrolet, LP.

22. Also in his 2014 Financial Disclosure Report, Representative Williams identified a motor vehicle dealership as an asset worth between $25 and $50 million. He identified assets relating to the Jack Williams Chevrolet auto dealership with a combined value of at least several hundred thousand dollars. He reported income relating to the auto dealerships of between $350,000 and $3.1 million.

23. According to the National Auto Dealers Association, there are over 16,000 auto dealers in the United States; the Texas Auto Dealers Association reports that it represents over 1,300 franchised auto dealerships in the state. According to the Texas Department of Motor Vehicles, Representative Williams’ auto dealership was one of at least 2,800 licensed franchised dealerships in Texas in 2015.

15 In the Matter of Shelley Berkley at 42 (citations omitted).
18 Id. at 15-1202_0004.
19 Id. at 15-1202_0002-0006.
20 Id.
21 See http://www.nada.org/about/.
22 See http://www.tada.org/web/Online.
24. According to its website, the Roger Williams Auto Mall offers customers rental vehicles, advising that “[r]ental vehicles [are] available while your vehicle is being serviced.”

25. Because neither Representative Williams nor the Roger Williams Auto Mall cooperated with the OCE review, the OCE was unable to determine the extent of the rental services component of the dealership’s business operations, including the number of vehicles available for rent or the revenue generated by the rental business.

26. In November 2015, the House of Representatives considered legislation to reauthorize federal surface transportation programs. Included in this legislation was a provision to prohibit certain “rental companies” from renting vehicles subject to safety recalls.

27. On November 4, 2015, during debate on the transportation legislation, Representative Williams offered an amendment to limit the definition of a covered “rental company.” Specifically, Representative Williams’ amendment inserted the word “primarily” before the phrase “engaged in the business of renting covered rental vehicles” in the definition of a covered “rental company,” effectively exempting entities, such as auto dealers, whose primary business is not the renting of vehicles.

28 Id.
28. At the outset of his floor statement in support of his amendment, Representative Williams identified himself as an auto dealer: “I am a second-generation auto dealer. I have been in the industry for most of my life. I know it well.”

29. In his floor statement, Representative Williams explained that the purpose of his amendment was to “clarify” the provision’s language “so it only applies to actual rental car companies, like it is supposed to. The definition in the underlying bill . . . is so broad that it sweeps up dealers who offer loaner vehicles or rentals as a convenience for their customers.”

30. Although two Members of the House spoke in opposition to Representative Williams’ amendment, the amendment passed the House by voice vote.

31. Because Representative Williams declined to cooperate with the OCE review, the OCE was unable to determine whether he or members of his congressional staff sought guidance from the Committee on Ethics prior to offering his amendment.

32. The legislation that was ultimately signed into law included a provision that differed from Representative Williams’ proposal, but which had a similar effect: rather than limiting the prohibition to entities “primarily” engaged in the business of renting vehicles, the enacted provision exempts any “rental company” with a fleet of fewer than 35 vehicles from the prohibition on renting vehicles subject to safety recalls. Representative Williams called the provision included in the final bill “a victory for small businesses.”

33. When questions of a potential conflict of interest pertaining to the amendment were raised, Representative Williams issued a statement responding to the criticism:

“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 recalls are created equal. . . Let’s not forget that my technical amendment passed the House unanimously. . . . I have extensive experience actually running a business . . . . Unless a Member is a career politician . . . they have probably had at least one 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

30 Id.
32 Id. at H7722 (Exhibit 4 at 15-1202_0025); see also https://www.congress.gov/amendment/114th-congress/house-amendment/819.
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?35

III. CONCLUSION

34. Given the foregoing information, the Board finds that there is substantial reason to believe that Representative Williams’ personal financial interest in his auto dealership may be perceived as having influenced his performance of official duties – namely, his decision to offer an amendment to the surface transportation legislation.

35. Accordingly, the Board recommends that the Committee on Ethics further review the allegation that Representative Williams, by offering his amendment to surface transportation legislation, may have violated House rules and standards of conduct regarding conflicts of interest.

IV. INFORMATION THE OCE WAS UNABLE TO OBTAIN AND RECOMMENDATIONS FOR THE ISSUANCE OF SUBPOENAS

36. Representative Williams, by declining to provide information requested by the OCE, did not cooperate with the OCE review.

37. The Roger Williams Auto Mall, by declining to provide information requested by the OCE, did not cooperate with the OCE review.

38. The Board recommends the issuance of subpoenas to Representative Williams and the Roger Williams Auto Mall.

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Exhibit 1
# Financial Disclosure Report

**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>
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</thead>
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<td></td>
</tr>
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<td>Interest</td>
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<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>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>-------</td>
<td>----------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Personal Money Market Account- Legacy Texas Bank</td>
<td>SP</td>
<td>$1,001 - $15,000</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Money Market Account- Legacy Texas Bank</td>
<td>JT</td>
<td>$15,001 - $50,000</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal residence</td>
<td></td>
<td>$1,000,001 - $5,000,000</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location: Weatherford/Parker, TX, US</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quintana Energy Partners</td>
<td></td>
<td>$250,001 - $500,000</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location: Houston/Harris, TX, US</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description: Oil &amp; Gas</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Renzel Boulevard Car Wash</td>
<td></td>
<td>$1 - $1,000</td>
<td>Interest</td>
<td>$1 - $200</td>
<td></td>
</tr>
<tr>
<td>Location: Fort Worth/Tarrant, TX, US</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description: Motor Vehicle Dealer</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vesty Corporation [→]</td>
<td></td>
<td>$1,000,001 - $5,000,000</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palo Pinto Ranch</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location: Graford/Palo Pinto, TX, US</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vesty Corporation [→]</td>
<td></td>
<td>None</td>
<td>None</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>Location: New York/New York, NY, US</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description: Investment and advisory firm</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vesty Corporation [→]</td>
<td></td>
<td>$1 - $1,000</td>
<td>Interest,</td>
<td>$100,001 - $1,000,000</td>
<td></td>
</tr>
<tr>
<td>Vesty Corporation [→]</td>
<td></td>
<td></td>
<td>Warranties</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location: Weatherford/Parker, TX, US</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description: Motor Vehicle Dealership</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Williams Chrysler Plymouth Dodge [→]</td>
<td></td>
<td>$100,001 - $250,000</td>
<td>Rent</td>
<td>$5,001 - $15,000</td>
<td></td>
</tr>
<tr>
<td>Rental Property</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location: Weatherford/Parker, TX, US</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Williams Chrysler Plymouth Dodge [→]</td>
<td></td>
<td>$1 - $1,000</td>
<td>Interest, Auto</td>
<td>$100,001 - $1,000,000</td>
<td></td>
</tr>
<tr>
<td>Roger Williams Chrysler Plymouth Dodge</td>
<td></td>
<td></td>
<td>Dealership, Rent</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location: Weatherford/Parker, TX, US</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description: Motor Vehicle Dealership</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Williams Irrevocable Life Insurance Trust [→]</td>
<td></td>
<td>$15,001 - $50,000</td>
<td>Unearned Interest</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Williams Family Irrevocable Trust: Fort Worth, TX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 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>
</tr>
</thead>
<tbody>
<tr>
<td>Edward Jones Brokerage Account =&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chevron Corporation (CVX)</td>
<td></td>
<td>01/3/2014</td>
<td>P</td>
<td>$50,001 - $100,000</td>
<td></td>
</tr>
<tr>
<td>Edward Jones Brokerage Account =&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coach, Inc. (COH)</td>
<td>SP</td>
<td>05/21/2014</td>
<td>S</td>
<td>$1,001 - $15,000</td>
<td></td>
</tr>
<tr>
<td>Edward Jones Brokerage Account =&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twitter, Inc. (TWTR)</td>
<td></td>
<td>01/3/2014</td>
<td>S (partial)</td>
<td>$1,001 - $15,000</td>
<td></td>
</tr>
<tr>
<td>Edward Jones Brokerage Account =&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twitter, Inc. (TWTR)</td>
<td></td>
<td>01/3/2014</td>
<td>S (partial)</td>
<td>$15,001 - $50,000</td>
<td></td>
</tr>
<tr>
<td>Edward Jones Brokerage Account =&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twitter, Inc. (TWTR)</td>
<td>SP</td>
<td>02/25/2014</td>
<td>S</td>
<td>$1,001 - $15,000</td>
<td></td>
</tr>
<tr>
<td>Edward Jones Brokerage Account =&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twitter, Inc. (TWTR)</td>
<td></td>
<td>02/20/2014</td>
<td>S</td>
<td>$15,001 - $50,000</td>
<td></td>
</tr>
<tr>
<td>Vyestor Corporation =&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Blackstone Group LP</td>
<td></td>
<td>05/17/2013</td>
<td>S</td>
<td>$1,001 - $15,000</td>
<td></td>
</tr>
</tbody>
</table>

Description: The 2013 final K-4 for Blackstone was not received until after the amended financial disclosure was filed July 3, 2014.

* 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>
</tr>
</thead>
<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>
<td>N/A</td>
</tr>
</tbody>
</table>

### Schedule D: Liabilities

<table>
<thead>
<tr>
<th>Owner Creditor</th>
<th>Date Incurred</th>
<th>Type</th>
<th>Amount of Liability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roger Williams (RWCJD)</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>
</tr>
<tr>
<td>Legacy Texas Bank</td>
<td>September 2012</td>
<td>Mortgage on Personal Residence</td>
<td>$250,001 - $500,000</td>
</tr>
<tr>
<td>Legacy Texas Bank</td>
<td></td>
<td>(Horseshoe Bay)</td>
<td></td>
</tr>
<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>
</tr>
</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>
<tr>
<td>Position</td>
<td>Name of Organization</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Sole Manager &amp; President</td>
<td>JRW II, LLC</td>
</tr>
<tr>
<td>Director, President, Chairman, &amp; Secretary</td>
<td>Renzel Boulevard Car Wash, Inc</td>
</tr>
<tr>
<td>Board of Directors</td>
<td>Pennybacker Capital</td>
</tr>
<tr>
<td>Board of Trustees</td>
<td>Texas Christian University</td>
</tr>
<tr>
<td>Board of Trustees</td>
<td>Bush School of Government and Public Service</td>
</tr>
<tr>
<td>Board of Trustees</td>
<td>Davey O’Brien Foundation</td>
</tr>
<tr>
<td>Finance Committee</td>
<td>National Football Foundation and College Football Hall of Fame</td>
</tr>
<tr>
<td></td>
<td>George W. Bush Presidential Center</td>
</tr>
</tbody>
</table>

**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>
</tr>
</thead>
<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>
<td>0</td>
<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
HIRE MORE HEROES ACT OF 2015

GENERAL PROVISIONS

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 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 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 we are considering the Surface Transportation Reauthorization and Reform Act of 2015, the STRR Act.

I want to thank Chairman SAM GRAVETT 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. This bill 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 pass this legislation together. Mr. Chairman, our committee traveled to states across the 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 reduce unnecessary removal of items in 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, ELENA 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. 110,000 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, $84 billion is needed to bring the 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 support small American small businesses. Those money 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. We hope 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.

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 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 standard-setters, 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 money. It would help modernize, 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, 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
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;

†HR 22 EAS
(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:
“(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 posses-
sion at the time of notification” after “time of
notification”;

(D) by striking “the dealer may sell or
lease,” and inserting “the dealer or rental com-
pany 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 fol-
lows:

“(2) Rule of construction.—Nothing in this
subsection may be construed to prohibit a dealer or
rental company from offering the vehicle or equip-
ment for sale, lease, or rent.”; and

(4) by adding at the end the following:

“(3) Specific rules for rental compa-
nies.—

“(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 “sub-
section (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

†HR 22 EAS
(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
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 583, line 15, insert "primarily" before "subsequent." 

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 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.

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 $1.5 million on small businesses.

The Senate bill also gives the National Highway Traffic Safety Administration 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 gentleman 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 gentleman from California (Mrs. CAPPS), the woman who has really been a leader for safety in the industry.

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 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 loaner cars are safe to drive while they are being repaired, 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 unrepairable safety recall to tragically end a life. That is what happened to Raechel and Jackie Houck. Their rental car caught fire and crashed into a tractor-trailer due to an unrepairable recall. And that is what happened to Jewel Brangman when she was killed by the unrepairable 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 unrepairable cars off the road is 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 gentleman 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 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 inside 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 I know a few people who don’t have any idea about how a business is run, constantly telling people how to run their business; they are people who don’t have the fondest 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 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 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’s a ground 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 recreating 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 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.

2:345

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 any customers into his vehicles 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, stop at 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. 4 OFFERED BY MR. KINZINGER OF ILLINOIS

The Acting CHAIR. It is now in order to consider amendment No. 4 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. 3421A. AVAILABILITY OF CERTAIN INFORMATION ON MOTOR VEHICLE EQUIPMENT.

Section 3018 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) PROVIDER OF 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—

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

(2) not later than 3 business days after receiving such notification, provide to the Secretary, in a searchable format determined by the Secretary—

(A) the vehicle identification numbers identified under subsection (a) or (b);

(B) the specific part names, numbers, and descriptions used by the manufacturer for all affected parts the safe or lease of which is prohibited by section 302(b);

(3) information on original equipment.—Not later than July 31, 2016, a manufacturer of motor vehicles shall make 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 302(b).

(4) information on original equipment.—Not later than July 31, 2016, a manufacturer of motor vehicles shall make 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 302(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.

(5) information on original equipment.—Not later than July 31, 2016, a manufacturer of motor vehicles shall make 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 302(b).

(6) information on original equipment.—Not later than July 31, 2016, a manufacturer of motor vehicles shall make 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 302(b).
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) Definitions.—Section 30120(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 notice 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 264 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)";
(B) by redesigning 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
(2) 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 Henck 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); 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 supercede 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 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 ODÓMETER 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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