

AM RADIO FOR EVERY VEHICLE ACT OF 2024

NOVEMBER 18, 2024.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mrs. RODGERS of Washington, from the Committee on Energy and Commerce, submitted the following

R E P O R T

[To accompany H.R. 8449]

[Including cost estimate of the Congressional Budget Office]

The Committee on Energy and Commerce, to whom was referred the bill (H.R. 8449) to require the Secretary of Transportation to issue a rule requiring access to AM broadcast stations in motor vehicles, and for other purposes, having considered the same, reports favorably thereon with amendments and recommends that the bill as amended do pass.

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The amendments are as follows:
Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the “AM Radio for Every Vehicle Act of 2024”.

SEC. 2. DEFINITIONS.

In this Act:

- (1) **ADMINISTRATOR.**—The term “Administrator” means the Administrator of the Federal Emergency Management Agency.
- (2) **AM BROADCAST BAND.**—The term “AM broadcast band” means the band of frequencies between 535 kilohertz and 1705 kilohertz, inclusive.
- (3) **AM BROADCAST STATION.**—The term “AM broadcast station” means a radio broadcast station—
- (A) licensed by the Federal Communications Commission for the dissemination of radio communications intended to be received by the public; and
 - (B) operated on a channel in the AM broadcast band.
- (4) **APPROPRIATE COMMITTEES OF CONGRESS.**—The term “appropriate committees of Congress” means—
- (A) the Committee on Commerce, Science, and Transportation of the Senate;
 - (B) the Committee on Homeland Security and Governmental Affairs of the Senate;
 - (C) the Committee on Transportation and Infrastructure of the House of Representatives;
 - (D) the Committee on Homeland Security of the House of Representatives; and
 - (E) the Committee on Energy and Commerce of the House of Representatives.
- (5) **COMPTROLLER GENERAL.**—The term “Comptroller General” means the Comptroller General of the United States.
- (6) **DEVICE.**—The term “device” means a piece of equipment or an apparatus that is designed—
- (A) to receive signals transmitted by a radio broadcast station; and
 - (B) to play back content or programming derived from those signals.
- (7) **DIGITAL AUDIO AM BROADCAST STATION.**—
- (A) **IN GENERAL.**—The term “digital audio AM broadcast station” means an AM broadcast station that uses an In Band On Channel DAB System (as defined in section 73.402 of title 47, Code of Federal Regulations (or a successor regulation)) for broadcasting purposes.
 - (B) **EXCLUSION.**—The term “digital audio AM broadcast station” does not include an All-digital AM station (as defined in section 73.402 of title 47, Code of Federal Regulations (or a successor regulation)).
- (8) **IPAWS.**—The term “IPAWS” means the public alert and warning system of the United States described in section 526 of the Homeland Security Act of 2002 (6 U.S.C. 321o).
- (9) **MANUFACTURER.**—The term “manufacturer” has the meaning given the term in section 30102(a) of title 49, United States Code.
- (10) **PASSENGER MOTOR VEHICLE.**—The term “passenger motor vehicle” has the meaning given the term in section 32101 of title 49, United States Code.
- (11) **RADIO BROADCAST STATION.**—The term “radio broadcast station” has the meaning given the term in section 3 of the Communications Act of 1934 (47 U.S.C. 153).
- (12) **RADIO STATION LICENSE.**—The term “radio station license” has the meaning given the term in section 3 of the Communications Act of 1934 (47 U.S.C. 153).
- (13) **RECEIVE.**—The term “receive” means to receive a broadcast signal via over-the-air transmission.
- (14) **SECRETARY.**—The term “Secretary” means the Secretary of Transportation.
- (15) **SIGNAL.**—The term “signal” means radio frequency energy that a holder of a radio station license intentionally emits or causes to be emitted at a specified frequency for the purpose of transmitting content or programming to the public.
- (16) **STANDARD EQUIPMENT.**—The term “standard equipment” means motor vehicle equipment (as defined in section 30102(a) of title 49, United States Code) that—
- (A) is installed as a system, part, or component of a passenger motor vehicle as originally manufactured; and
 - (B) the manufacturer of the passenger motor vehicle recommends or authorizes to be included in the passenger motor vehicle for no additional or

separate monetary fee, payment, or surcharge, beyond the base price of the passenger motor vehicle.

(17) STATE.—The term “State” means each State of the United States, the District of Columbia, each commonwealth, territory, or possession of the United States, and each federally recognized Indian Tribe.

SEC. 3. AM BROADCAST STATIONS RULE.

(a) RULE REQUIRED.—Not later than 1 year after the date of enactment of this Act, the Secretary, in consultation with the Administrator and the Federal Communications Commission, shall issue a rule—

(1) requiring devices that can receive signals and play content transmitted by AM broadcast stations be installed as standard equipment in passenger motor vehicles—

(A) manufactured in the United States for sale in the United States, imported into the United States, or shipped in interstate commerce; and

(B) manufactured after the effective date of the rule;

(2) requiring access to AM broadcast stations through the devices required under paragraph (1) in a manner that is easily accessible to drivers; and

(3) allowing a manufacturer to comply with that rule by installing devices as described in paragraph (1) that can receive signals and play content transmitted by digital audio AM broadcast stations.

(b) COMPLIANCE.—

(1) IN GENERAL.—Except as provided in paragraph (2), in issuing the rule required under subsection (a), the Secretary shall establish an effective date for the rule that is not less than 2 years, but not more than 3 years, after the date on which the rule is issued.

(2) CERTAIN MANUFACTURERS.—In issuing the rule required under subsection (a), the Secretary shall establish an effective date for the rule that is at least 4 years after the date on which the rule is issued with respect to manufacturers that manufactured not more than 40,000 passenger motor vehicles for sale in the United States in 2022.

(c) INTERIM REQUIREMENT.—For passenger motor vehicles manufactured after the date of enactment of this Act and manufactured in the United States for sale in the United States, imported into the United States, or shipped in interstate commerce during the period beginning on the day after the date of enactment of this Act and ending on the day before the effective date of the rule issued under subsection (a) that do not include devices that can receive signals and play content transmitted by AM broadcast stations, the manufacturer of the passenger motor vehicles—

(1) shall provide clear and conspicuous labeling to inform purchasers of those passenger motor vehicles that the passenger motor vehicles do not include devices that can receive signals and play content transmitted by AM broadcast stations; and

(2) may not charge an additional or separate monetary fee, payment, or surcharge, beyond the base price of the passenger motor vehicles, for access to AM broadcast stations for the period described in this subsection.

(d) RELATIONSHIP TO OTHER LAWS.—After the date of enactment of this Act, a State or a political subdivision of a State may not prescribe or continue in effect a law, regulation, or other requirement applicable to access to AM broadcast stations in passenger motor vehicles.

(e) ENFORCEMENT.—

(1) CIVIL PENALTY.—Any person who violates the rule issued under subsection (a) shall be liable to the United States Government for a civil penalty under section 30165(a)(1) of title 49, United States Code, as if that rule were a regulation described in that section.

(2) CIVIL ACTION.—The Attorney General may bring a civil action under section 30163 of title 49, United States Code, in an appropriate district court of the United States to enjoin a violation of the rule issued under subsection (a) of this section, as if that rule were a regulation described in subsection (a)(1) of that section 30163.

(f) GAO STUDY.—

(1) IN GENERAL.—The Comptroller General shall conduct a comprehensive study on disseminating emergency alerts and warnings to the public.

(2) REQUIREMENTS.—The study required under paragraph (1) shall include—

(A) an assessment of—

(i) the role of passenger motor vehicles in IPAWS communications, including by providing access to AM broadcast stations;

(ii) the advantages, effectiveness, limitations, resilience, and accessibility of existing IPAWS communication technologies, including AM broadcast stations in passenger motor vehicles;

- (iii) the advantages, effectiveness, limitations, resilience, and accessibility of AM broadcast stations relative to other IPAWS communication technologies in passenger motor vehicles; and
 - (iv) whether other IPAWS communication technologies are capable of ensuring the President (or a designee) can reach at least 90 percent of the population of the United States at a time of crisis, including at night; and
 - (B) a description of any ongoing efforts to integrate new and emerging technologies and communication platforms into the IPAWS framework.
- (3) CONSULTATION REQUIRED.—In conducting the study required under paragraph (1), the Comptroller General shall consult with—
- (A) the Secretary of Homeland Security;
 - (B) the Federal Communications Commission;
 - (C) the National Telecommunications and Information Administration;
 - (D) the Secretary;
 - (E) Federal, State, Tribal, territorial, and local emergency management officials;
 - (F) first responders;
 - (G) technology experts in resilience and accessibility;
 - (H) radio broadcasters;
 - (I) manufacturers of passenger motor vehicles; and
 - (J) other relevant stakeholders, as determined by the Comptroller General.
- (4) BRIEFING AND REPORT.—
- (A) BRIEFING.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall brief the appropriate committees of Congress on the results of the study required by paragraph (1), including recommendations for legislation and administrative action as the Comptroller General determines appropriate.
 - (B) REPORT.—Not later than 180 days after the date on which the Comptroller General provides the briefing required under subparagraph (A), the Comptroller General shall submit to the appropriate committees of Congress a report describing the results of the study required under paragraph (1), including recommendations for legislation and administrative action as the Comptroller General determines appropriate.
- (g) REVIEW.—Not less frequently than once every 5 years after the date on which the Secretary issues the rule required by subsection (a), the Secretary, in coordination with the Administrator and the Federal Communications Commission, shall submit to the appropriate committees of Congress a report that shall include an assessment of—
- (1) the impacts of the rule issued under that subsection, including the impacts on public safety; and
 - (2) possible changes to IPAWS communication technologies that would enable resilient and accessible alerts to drivers and passengers of passenger motor vehicles.

Amend the title so as to read:

A bill to require the Secretary of Transportation to issue a rule requiring access to AM broadcast stations in passenger motor vehicles, and for other purposes.

PURPOSE AND SUMMARY

H.R. 8449, the “AM Radio for Every Vehicle Act of 2024” was introduced by Representative Bilirakis on May 17, 2024, and referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation and Infrastructure, and the Committee on Homeland Security. H.R. 8449 would require the Secretary of Transportation, in consultation with the Federal Emergency Management Agency (FEMA) and the Federal Communications Commission (FCC), to issue a rule requiring AM radio access be standard equipment in passenger vehicles.

BACKGROUND AND NEED FOR LEGISLATION

Amplitude modulation or “AM” refers to the means of encoding the audio signal on the carrier frequency.¹ In order to preserve AM radio access in passenger vehicles, Congressional action is necessary. Broadcast AM radio is an essential source of news, sports, weather, and emergency alerts for millions of Americans every week.² However, recent actions indicate that vehicle manufacturers are removing this crucial, free, and accessible service from vehicles.³

This trend is concerning, and presents a weakening of the country’s emergency response system. AM radio is the foundation and backbone of FEMA’s emergency alert system; this system allows public officials to reach over 90 percent of the country.⁴ At times of crisis, such as natural disasters and extreme weather events, cell service and internet connections can fail, leaving people reliant on the steadfast and easily accessible alerts sent over AM radio. Without this essential service, the lives of Americans may be put in danger.

On top of this, FEMA has invested more than \$150 million in taxpayer dollars over the past five years to strengthen 77 radio stations to withstand national disasters, emergencies, and nuclear electromagnetic pulses.⁵ As automakers remove AM radio from vehicles, they undermine this critical investment. In a world with rising cyber threats, weather events, and other natural disasters, the need for continued access to AM radio remains essential.

COMMITTEE ACTION

On April 30, 2024, the Subcommittee on Innovation, Data, and Commerce held a hearing on H.R. 8449 entitled “Preserving Americans’ Access to AM Radio”.⁶ The Subcommittee received testimony from:

- John Bozella, President and CEO, Alliance for Automotive Innovation;
- Gary Shapiro, CEO, Consumer Technology Association;
- Melody Spann-Cooper, Chair and CEO, Midway Broadcasting Corporation; and
- Justin Ahasteen, Executive Director, Navajo Nation.

On May 23, 2024, the Subcommittee on Innovation, Data, and Commerce met in open markup session and forwarded H.R. 8449, without amendment, to the full Committee by a voice vote.

On September 18, 2024, the full Committee on Energy and Commerce met in open markup session and ordered H.R. 8449, as

¹ <https://www.fcc.gov/general/am-radio>.

² Nielsen, “Audio today 2023 How America listens,” Nielsen (June 2023). https://content.nielsen.com/1/881703/2023-06-19/4vbkc/881703/168719419333sRWi36/Nielsen_2023_Audio_Today_How_America_Listens_Jun23.pdf.

³ Phoebe Wall Howard, “Ford to drop AM radio in new models, except commercial vehicles,” Detroit Free Press, (April 1, 2023). *Ford to drop AM radio in new gas-powered, electric vehicles (freep.com)*.

⁴ *Supra* Note 1.

⁵ Science & Technology, U.S. Department of Homeland Security, “Electromagnetic Pulse Shielding Mitigations Best Practices for Protection of Mission Critical Equipment,” (August 2022). 3325-01_2824-01_EMP_Mitigation_Best_Practices_20220823_(dhs.gov).

⁶ Committee on Energy and Commerce, Subcommittee on Innovation, Data, and Commerce, hearing entitled “Preserving Americans’ Access to AM Radio,” (April 30, 2024). *Preserving Americans’ Access to AM Radio | Committee Repository | U.S. House of Representatives*.

amended, favorably reported to the House by a record vote of 45 yeas and 2 nays.

COMMITTEE VOTES

Clause 3(b) of rule XIII requires the Committee to list the record votes on the motion to report legislation and amendments thereto. The following reflects the record votes taken during the Committee consideration:

**COMMITTEE ON ENERGY AND COMMERCE
118TH CONGRESS
ROLL CALL VOTE # 1**

BILL: H.R. 8449, AM Radio for Every Vehicle Act

AMENDMENT: A motion by Chair Rodgers to order H.R. 8449, AM Radio for Every Vehicle Act favorably reported to the House, as Amended (Final Passage).

DISPOSITION: AGREED TO, by a recorded vote of 45 Yeas and 2 Nays.

REPRESENTATIVE	YEAS	NAYS	PRESENT	REPRESENTATIVE	YEAS	NAYS	PRESENT
Rep. Rodgers	X			Rep. Pallone	X		
Rep. Burgess	X			Rep. Eshoo	X		
Rep. Latta	X			Rep. DeGette	X		
Rep. Guthrie	X			Rep. Schakowsky	X		
Rep. Griffith	X			Rep. Matsui	X		
Rep. Bilirakis	X			Rep. Castor	X		
Rep. Bucshon	X			Rep. Sarbanes	X		
Rep. Hudson				Rep. Tonko	X		
Rep. Walberg	X			Rep. Clarke	X		
Rep. Carter	X			Rep. Cárdenas	X		
Rep. Duncan	X			Rep. Ruiz	X		
Rep. Palmer	X			Rep. Peters	X		
Rep. Dunn				Rep. Dingell			
Rep. Curtis		X		Rep. Veasey	X		
Rep. Lesko	X			Rep. Kuster	X		
Rep. Pence	X			Rep. Kelly	X		
Rep. Crenshaw	X			Rep. Barragán			
Rep. Joyce	X			Rep. Blunt Rochester	X		
Rep. Armstrong				Rep. Soto	X		
Rep. Weber	X			Rep. Craig	X		
Rep. Allen	X			Rep. Schrier	X		
Rep. Balderson	X			Rep. Trahan	X		
Rep. Fulcher	X			Rep. Fletcher	X		
Rep. Pfluger	X						
Rep. Harshbarger	X						
Rep. Miller-Meeks	X						
Rep. Cammack	X						
Rep. Obernolte		X					
Rep. James	X						

09/18/2024

OVERSIGHT FINDINGS AND RECOMMENDATIONS

Pursuant to clause 2(b)(1) of rule X and clause 3(c)(1) of rule XIII, the Committee held a hearing and made findings that are reflected in this report.

NEW BUDGET AUTHORITY, ENTITLEMENT AUTHORITY, AND TAX EXPENDITURES

Pursuant to clause 3(c)(2) of rule XIII, the Committee finds that H.R. 8449 would result in no new or increased budget authority, entitlement authority, or tax expenditures or revenues.

CONGRESSIONAL BUDGET OFFICE ESTIMATE

Pursuant to clause 3(c)(3) of rule XIII, the following is the cost estimate provided by the Congressional Budget Office pursuant to section 402 of the Congressional Budget Act of 1974:

H.R. 8449, AM Radio for Every Vehicle Act of 2024			
As ordered reported by the House Committee on Energy and Commerce on September 18, 2024			
By Fiscal Year, Millions of Dollars	2025	2025-2029	2025-2034
Direct Spending (Outlays)	0	0	0
Revenues	*	*	*
Increase or Decrease (-) in the Deficit	*	*	*
Spending Subject to Appropriation (Outlays)	*	1	not estimated
Increases <i>net direct spending</i> in any of the four consecutive 10-year periods beginning in 2035?	No	Statutory pay-as-you-go procedures apply? Yes	
Increases <i>on-budget deficits</i> in any of the four consecutive 10-year periods beginning in 2035?	No	Mandate Effects	
		Contains intergovernmental mandate?	Yes, Under Threshold
		Contains private-sector mandate?	Yes, Under Threshold
* = between -\$500,000 and \$500,000.			

H.R. 8449 would direct the Department of Transportation (DOT) to issue a rule requiring that AM broadcast stations be accessible in all passenger motor vehicles manufactured in, imported into, or shipped within the United States. (Passenger motor vehicles are those designed to primarily carry their operator and up to 12 passengers; the definition does not include motorcycles.) The bill would require DOT to issue the rule within one year of enactment and to report to the Congress at least every five years on the rule's effects. DOT also would be required to evaluate, within three years of issuing the rule, whether AM broadcast stations are the best method of providing emergency alerts through the Integrated Public Alert and Warning System (IPAWS).

Additionally, H.R. 8449 would require the Government Accountability Office (GAO) to study the role AM broadcasts in passenger vehicles play in disseminating emergency alerts through IPAWS as well as the cost to consumers of requiring such devices. That study would need to be completed within 30 months of enactment.

Federal costs: Using information on the cost of issuing similar rules and studies, CBO estimates that implementing the bill would cost DOT and GAO a total of \$1 million over the 2025–2029 period.

Any related spending would be subject to the availability of appropriated funds.

Additionally, H.R. 8449 would authorize DOT to assess civil penalties on manufacturers that fail to comply with the new rule; such penalties are recorded as revenues. CBO estimates that any additional revenues collected would total less than \$500,000 over the 2025–2034 period because the number of violations would probably be small.

Mandates: The bill would impose a private-sector mandate as defined in the Unfunded Mandates Reform Act (UMRA) on the manufacturers of passenger vehicles sold in the United States by requiring them to provide access to AM broadcast stations in all passenger vehicles at no cost to the consumer. Prior to the regulation taking effect, manufacturers would be required to provide access to AM broadcast stations in unequipped vehicles at no cost if requested.

CBO expects this would primarily affect manufacturers of electric vehicles (EVs) who have removed, or announced plans to remove, standard AM radio equipment from their vehicles, though the bill would prohibit future phase-outs in gasoline and diesel-powered passenger vehicles as well. Based on sales data, this would require manufacturers to update media equipment and infotainment software in about 2.5 to 3 million EVs per year. Because the unit costs of those updates are small, CBO estimates the total cost of the mandate would be several millions of dollars each year the requirement is in effect and would not exceed the annual threshold established in UMRA for private-sector mandates (\$200 million in 2024, adjusted annually for inflation).

The bill also would preempt state and local laws by prohibiting those entities from enforcing any laws or regulations pertaining to the access of AM broadcast stations in passenger vehicles. CBO estimates that the preemption would not result in an increase in or loss of revenue to state or local governments and therefore would fall well below the threshold in UMRA for intergovernmental mandates (\$100 million in 2024, adjusted annually for inflation).

Previous CBO estimate: On October 6, 2023, CBO transmitted a cost estimate for S. 1669, the AM Radio for Every Vehicle Act of 2023, as reported by the Senate Committee on Commerce, Science, and Transportation on September 12, 2023. The two bills are similar, and CBO’s estimates of their budgetary effects are the same.

The CBO staff contacts for this estimate are Margot Berman (for federal costs) and Brandon Lever (for mandates). The estimate was reviewed by Ann E. Futrell, Senior Adviser for Budget Analysis.

PHILLIP L. SWAGEL,
Director, Congressional Budget Office.

FEDERAL MANDATES STATEMENT

The Committee adopts as its own the estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act.

STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

Pursuant to clause 3(c)(4) of rule XIII, the general performance goal or objective of this legislation is to require access and availability of AM broadcasting in motor vehicles.

DUPLICATION OF FEDERAL PROGRAMS

Pursuant to clause 3(c)(5) of rule XIII, no provision of H.R. 8449 is known to be duplicative of another Federal program, including any program that was included in a report to Congress pursuant to section 21 of Public Law 111–139 or the most recent Catalog of Federal Domestic Assistance.

RELATED COMMITTEE AND SUBCOMMITTEE HEARINGS

Pursuant to clause 3(c)(6) of rule XIII, (1) the following hearing was used to develop or consider H.R. 8445:

On April 30, 2024, the Subcommittee on Innovation, Data, and Commerce held a hearing titled “Preserving Americans’ Access to AM Radio.” The Subcommittee received testimony from:

- John Bozella, President and CEO, Alliance for Automotive Innovation;
- Gary Shapiro, CEO, Consumer Technology Association;
- Melody Spann-Cooper, Chair and CEO, Midway Broadcasting Corporation; and
- Justin Ahasteen, Executive Director, Navajo Nation.

COMMITTEE COST ESTIMATE

Pursuant to clause 3(d)(1) of rule XIII, the Committee adopts as its own the cost estimate prepared by the Director of the Congressional Budget Office pursuant to section 402 of the Congressional Budget Act of 1974.

EARMARK, LIMITED TAX BENEFITS, AND LIMITED TARIFF BENEFITS

Pursuant to clause 9(e), 9(f), and 9(g) of rule XXI, the Committee finds that H.R. 8449 contains no earmarks, limited tax benefits, or limited tariff benefits.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act were created by this legislation.

APPLICABILITY TO LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act.

SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

Section 1. Short title

Section 1 provides that the Act may be cited as the “AM Radio for Every Vehicle Act of 2024”.

Section 2. Definitions

Section 2 defines terms used throughout the legislation.

Section 3. AM broadcast stations rule

Section 3 would require, not later than 1 year after the date of enactment of this Act, the Secretary of Transportation, in consultation with the Administrator of FEMA and the FCC, to issue a rule requiring AM radio access be installed as standard equipment in certain passenger motor vehicles. The rule would allow a manufacturer to comply with that rule by installing devices that can receive signals and play content transmitted by digital audio AM broadcast stations as standard equipment in certain passenger motor vehicles. The Secretary, in coordination with FEMA and the FCC must, not less frequently than once every five years after the rule, submit a report on the impacts of the rule and possible changes to the Integrated Public Alert and Warning System (IPAWS) communications that would enable resilient and accessible alerts to drivers and passengers of certain motor vehicles.

Section 3 would create a runway to compliance for vehicle manufacturers that manufactured not more than 40,000 passenger vehicles in the United States in 2022.

Section 3 would establish a preemptive standard and provides for an enforcement mechanism.

Section 3 would require the Comptroller General to conduct a study and report on disseminating emergency alerts and warnings to the public.

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

This legislation does not amend any existing Federal statute.

EXCHANGE OF LETTERS WITH ADDITIONAL COMMITTEES OF REFERRAL
CATHY McMORRIS RODGERS, WASHINGTON
CHAIR
FRANK PALLONE, JR., NEW JERSEY
RANKING MEMBER
ONE HUNDRED EIGHTEENTH CONGRESS

Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
2125 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-6115
Majority (202) 225-3641
Minority (202) 225-2927

October 29, 2024

The Honorable Sam Graves
Chairman
Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

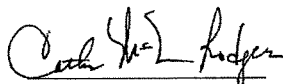
Dear Chairman Graves:

I write regarding H.R. 8449, the "AM Radio for Every Vehicle Act of 2024," which was referred in addition to the Committee on Transportation and Infrastructure.

I ask that the Committee forgo action on the bill so that it may be scheduled for consideration on the House floor. This concession would in no way affect the Committee's jurisdiction over the subject matter of the bill. In addition, should a conference on the bill be necessary, I would support the Committee's request for conferees on the conference committee. Finally, I would be pleased to include this letter and your response in the *Congressional Record* during debate on the bill.

Thank you for your consideration of my request and for the extraordinary cooperation shown by you and your staff over matters of shared jurisdiction. I look forward to further opportunities to work with you this Congress.

Sincerely,



Cathy McMorris Rodgers
Chair



Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Sam Graves
Chairman

Jack Ruddy, Staff Director

Rick Larsen
Ranking Member

Katherine W. Dobrick, Democratic Staff Director

October 31, 2024

The Honorable Cathy McMorris Rodgers
Chair
Committee on Energy and Commerce
2125 Rayburn House Office Building
Washington, DC 20515

Dear Chair McMorris Rodgers:

Thank you for your letter concerning H.R. 8449, the *AM Radio for Every Vehicle Act of 2024*. The bill was referred primarily to the Committee on Energy and Commerce, in addition to the Committee on Transportation and Infrastructure and the Committee on Homeland Security. Specifically, provisions of H.R. 8449 fall within the Rule X jurisdiction of the Committee on Transportation and Infrastructure.

I recognize and appreciate your desire to bring this legislation before the House of Representatives in an expeditious manner, and accordingly, am confirming the Committee on Transportation and Infrastructure will forgo action on the bill. I appreciate your acknowledgement that by waiving consideration, the Committee on Transportation and Infrastructure does not waive any jurisdiction over the subject matter contained in this legislation. Thank you for ensuring the Committee on Transportation and Infrastructure is appropriately consulted and involved in the legislation as it moves forward.

Finally, I appreciate your willingness to place a copy of the letters acknowledging our jurisdictional interest in the bill in the Committee report and *Congressional Record* during consideration of H.R. 8449 on the House floor.

Sincerely,

Sam Graves
Chairman
Committee on Transportation
and Infrastructure

cc: The Honorable Mike Johnson, Speaker
The Honorable Rick Larsen, Ranking Member, Committee on Transportation and
Infrastructure
The Honorable Frank Pallone, Jr., Ranking Member, Committee on Energy and
Commerce
The Honorable Jason Smith, Parliamentarian

CATHY McMORRIS RODGERS, WASHINGTON
CHAIR

FRANK PALLONE, JR., NEW JERSEY
RANKING MEMBER

ONE HUNDRED EIGHTEENTH CONGRESS
Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
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Majority (202) 225-3641
Minority (202) 225-2927

October 29, 2024

The Honorable Mark E. Green, MD
Chairman
Committee on Homeland Security
H2-117 Ford House Office Building
Washington, DC 20515

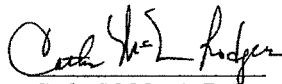
Dear Chairman Green:

I write regarding H.R. 8449, the "AM Radio for Every Vehicle Act of 2024," which was referred in addition to the Committee on Homeland Security.

I ask that the Committee forgo action on the bill so that it may be scheduled for consideration on the House floor. This concession would in no way affect the Committee's jurisdiction over the subject matter of the bill. In addition, should a conference on the bill be necessary, I would support the Committee's request for conferees on the conference committee. Finally, I would be pleased to include this letter and your response in the *Congressional Record* during debate on the bill.

Thank you for your consideration of my request and for the extraordinary cooperation shown by you and your staff over matters of shared jurisdiction. I look forward to further opportunities to work with you this Congress.

Sincerely,



Cathy McMorris Rodgers
Chair

MARK E. GREEN, MD, TENNESSEE
CHAIRMANBENNIE G. THOMPSON, MISSISSIPPI
RANKING MEMBER

One Hundred Eighteenth Congress
Committee on Homeland Security
U.S. House of Representatives
Washington, DC 20515

November 4, 2024

The Honorable Cathy McMorris Rodgers
Chair
Committee on Energy and Commerce
U.S. House of Representatives
Washington, DC 20515

Dear Chair Rodgers:

I write concerning H.R. 8449, the "AM Radio for Every Vehicle Act of 2024." This bill contains provisions within the jurisdiction of the Committee on Homeland Security. I appreciate you consulting with me concerning the provisions of the bill that fall within our Rule X jurisdiction. I agree to forgo consideration of the bill so that it may proceed expeditiously to the House floor.

The Committee takes this action with our mutual understanding that by foregoing consideration of H.R. 8449, we do not waive any jurisdiction over the subject matter contained in this or similar legislation, and that we will be appropriately consulted and involved as the bill or similar legislation moves forward so we may address any remaining issues within our Rule X jurisdiction. Further, I request your support for the appointment of conferees from the Committee on Homeland Security during any House-Senate conference on this or related legislation.

Finally, I would appreciate a response confirming this understanding and ask that a copy of our exchange letters on this matter be included in the bill report filed by the Committee on Energy and Commerce as well as in the *Congressional Record* during floor consideration thereof. Thank you for your cooperation on this matter.

Sincerely,

A handwritten signature in black ink that reads "Mark E. Green".

Mark E. Green, MD
Chairman

Cc: The Honorable Bennie Thompson, Ranking Member, Committee on Homeland Security
The Honorable Frank Pallone, Ranking Member, Committee on Energy and Commerce
The Honorable Jason Smith, Parliamentarian

