

AM RADIO FOR EVERY VEHICLE ACT OF 2025

NOVEMBER 12, 2025.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. GUTHRIE, from the Committee on Energy and Commerce,
submitted the following

R E P O R T

[To accompany H.R. 979]

The Committee on Energy and Commerce, to whom was referred the bill (H.R. 979) 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 an amendment and recommends that the bill as amended do pass.

CONTENTS

	Page
Purpose and Summary	4
Background and Need for Legislation	5
Committee Action	6
Committee Votes	6
Oversight Findings and Recommendations	8
New Budget Authority, Entitlement Authority, and Tax Expenditures	8
Congressional Budget Office Estimate	8
Federal Mandates Statement	8
Statement of General Performance Goals and Objectives	8
Duplication of Federal Programs	8
Related Committee and Subcommittee Hearings	8
Committee Cost Estimate	9
Earmark, Limited Tax Benefits, and Limited Tariff Benefits	9
Advisory Committee Statement	9
Applicability to Legislative Branch	9
Section-by-Section Analysis of the Legislation	9
Changes in Existing Law Made by the Bill, as Reported	10
Exchange of Letters with Additional Committees of Referral	11

The amendment is 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 2025”.

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) **AUTOMATED DRIVING SYSTEM.**—The term “automated driving system” means a system that meets the definition of Level 3, Level 4, or Level 5 automation as those terms are defined in the April 2021 edition of the J3016 recommended practice of SAE International, “Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles”.
- (6) **COMPTROLLER GENERAL.**—The term “Comptroller General” means the Comptroller General of the United States.
- (7) **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.
- (8) **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)).
- (9) **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).
- (10) **MANUFACTURER.**—The term “manufacturer” has the meaning given the term in section 30102(a) of title 49, United States Code.
- (11) **PASSENGER MOTOR VEHICLE.**—The term “passenger motor vehicle” has the meaning given the term in section 32101 of title 49, United States Code.
- (12) **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).
- (13) **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).
- (14) **RECEIVE.**—The term “receive” means to receive a broadcast signal via over-the-air transmission.
- (15) **SECRETARY.**—The term “Secretary” means the Secretary of Transportation.
- (16) **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.
- (17) **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.

(18) 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) REPORT REQUIRED.—Before issuing the rule required under subsection (a), the Secretary shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science and Transportation of the Senate and make publicly available on the website of the Department of Transportation, a report that evaluates the following:

(1) Any potential adverse impacts related to automotive innovation and the motor vehicle safety of passenger motor vehicles equipped with automated driving systems from the reception of AM radio signals by such vehicles as required by subsection (a) of this Act.

(2) The range of solutions that manufacturers could adopt or have adopted to mitigate any potential impacts identified in paragraph (1).

(c) 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 more than 2 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 a manufacturer that manufactured not more than 40,000 passenger motor vehicles for sale in the United States in 2022.

(d) 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.

(e) 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.

(f) 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.

(g) 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.

(h) 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.

(i) SUNSET.—This Act shall sunset and no longer be in effect on the date that is 8 years after the date of enactment of this Act, including the authority of the Secretary to carry out or enforce that rule.

PURPOSE AND SUMMARY

H.R. 979, the “AM Radio for Every Vehicle Act of 2025” was introduced by Representative Bilirakis on February 5, 2025, and referred to the Committee on Energy and Commerce, the Committee on Homeland Security, and the Committee on Transportation and Infrastructure. H.R. 979 would require the Secretary of Transpor-

tation, 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

To preserve AM radio access in vehicles, Congressional action is necessary. Broadcast AM radio is an essential source of news, sports, weather, and emergency alerts for 47 million Americans every week.¹ However, trends show that some motor vehicle manufacturers are removing this crucial, free, and accessible service from vehicles.²

This trend is concerning, and a significant threat to the country's emergency communications system. Broadcast AM radio is the foundation and backbone of the Federal Emergency Management Agency's (FEMA) emergency alert system; this system allows public officials to reach over 90 percent of the country.³ At times of crisis, such as natural disasters and extreme weather events, mobile wireless service and broadband internet connections can fail, leaving people reliant on other forms of communication, such as broadcast AM radio.⁴ Without this essential service, the lives of Americans will be put in danger.

On top of this, FEMA has recently invested over \$150 million to strengthen 77 radio stations to withstand national disasters, emergencies, and nuclear electromagnetic pulses.⁵ As automakers remove broadcast AM radio from vehicles, they undermine this investment.⁶ In a world with rising cyber threats, continued extreme weather events, and natural disasters, the need for continued access to broadcast AM radio has never been greater.

The Committee recognizes that AM radio broadcast rulemaking differs from historical requirements on motor vehicle manufacturer manufacturers in that it relates to public safety rather than motor vehicle safety.⁷ The Committee is cognizant that a broadcast AM radio requirement may have impacts on technologies that enable automotive automation and that future Congressional review of a

¹See Nielsen, *Audio today 2023 How America Listens*, NIELSEN (Jun. 2023), <https://www.radioworld.com/wp-content/uploads/2023/06/Nielsen-2023-Audio-Today-How-America-Listens-Jun23.pdf>.

²See Phoebe Wall Howard, *Ford to drop AM radio in new models, except commercial vehicles*, DETROIT FREE PRESS (Apr. 1, 2023), <https://www.freep.com/story/money/cars/2023/04/01/ford-am-radio-commercial/70062845007/?gnt-cfr=1&gca-cat=p&gca-uir=false&gca-epit=z115934u115534d00----v115934&gca-ft=214&gca-ds=sophi>.

³See Nielsen, *Audio today 2023 How America Listens*, NIELSEN (Jun. 2023), <https://www.radioworld.com/wp-content/uploads/2023/06/Nielsen-2023-Audio-Today-How-America-Listens-Jun23.pdf>.

⁴See Clinton County Emergency Management Agency, *Cellular Service During Disasters*, CLINTON COUNTY EMERGENCY MANAGEMENT AGENCY (Oct. 7, 2025), <https://www.cc-ema.org/post/cellular-service-during-disasters>; see N'dea Yancey-Bragg, *'No excuse,' mayor says, for Helene victims to be isolated without cell service*, USA TODAY (Sep. 30, 2024), <https://www.usatoday.com/story/news/nation/2024/09/30/hurricane-helene-cell-phone-outages/75449885007/>.

⁵Science & Technology, U.S. Department of Homeland Security, *Electromagnetic Pulse Shielding Mitigations Best Practices for Protection of Mission Critical Equipment*, U.S. DEPARTMENT OF HOMELAND SECURITY (Aug. 2022), https://www.dhs.gov/sites/default/files/2022-09/22_0902_st_emp_mitigation_best_practices.pdf.

⁶See Phoebe Wall Howard, *Ford to drop AM radio in new models, except commercial vehicles*, DETROIT FREE PRESS (Apr. 1, 2023), <https://www.freep.com/story/money/cars/2023/04/01/ford-am-radio-commercial/70062845007/?gnt-cfr=1&gca-cat=p&gca-uir=false&gca-epit=z115934u115534d00----v115934&gca-ft=214&gca-ds=sophi>.

⁷See National Highway Traffic Safety Administration, NHTSA: 50 Years of Vehicle Safety Standards Saved Hundreds of Thousands of Lives, Prevented Millions of Injuries, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (Dec. 17, 2024), <https://www.nhtsa.gov/press-releases/nhtsa-50-years-vehicle-safety-standards-saved-hundreds-thousands-lives-prevented>.

broadcast AM radio requirement is appropriate in light of possible technological advancements in the automotive and communications marketplaces.

COMMITTEE ACTION

On April 30, 2024, the Subcommittee on Innovation, Data, and Commerce held a hearing on the AM Radio for Every Vehicle Act of 2025. 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
- Justin Ahasteen, Executive Director, Navajo Nation

On June 26, 2025, the Subcommittee on Commerce, Manufacturing, and Trade held a hearing on the automotive industry and motor vehicle safety. The Subcommittee received testimony from:

- Jeff Farrah, CEO, Autonomous Vehicle Industry Association;
- John Bozzella, President and CEO, Alliance for Automotive Innovation;
- David Harkey, President, Insurance Institute for Highway Safety and Highway Loss Data Institute; and
- Catherine Chase, President, Advocates for Highway and Auto Safety.

On September 17, 2025, the full Committee on Energy and Commerce met in open markup session and ordered H.R. 979, as amended, favorably reported to the House by a record vote of 50 yeas and 1 nay.

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
119TH CONGRESS
ROLL CALL VOTE # 6**

BILL: H.R. 979, AM Radio for Every Vehicle Act of 2025

AMENDMENT: Final Passage

DISPOSITION: Agreed to, as amended, by a roll call vote of 50 ayes and 1 nays.

REPRESENTATIVE	YEAS	NAYS	PRESENT	REPRESENTATIVE	YEAS	NAYS	PRESENT
Mr. Guthrie	X			Mr. Pallone	X		
Mr. Latta	X			Ms. DeGette	X		
Mr. Griffith	X			Ms. Schakowsky	X		
Mr. Bilirakis	X			Ms. Matsui	X		
Mr. Hudson	X			Ms. Castor	X		
Mr. Carter (GA)	X			Mr. Tonko	X		
Mr. Palmer	X			Ms. Clarke	X		
Mr. Dunn	X			Mr. Ruiz	X		
Mr. Crenshaw	X			Mr. Peters	X		
Mr. Joyce	X			Mrs. Dingell	X		
Mr. Weber	X			Mr. Veasey	X		
Mr. Allen	X			Ms. Kelly	X		
Mr. Balderson	X			Ms. Barragán	X		
Mr. Fulcher	X			Mr. Soto	X		
Mr. Pfluger	X			Ms. Schrier	X		
Mrs. Harshbarger	X			Ms. Trahan	X		
Mrs. Miller-Meeks	X			Ms. Fletcher	X		
Mrs. Cammack				Ms. Ocasio-Cortez	X		
Mr. Obernolte		X		Mr. Auchincloss	X		
Mr. James				Mr. Carter (LA)	X		
Mr. Bentz	X			Mr. Menendez	X		
Mrs. Houchin	X			Mr. Mullin	X		
Mr. Fry				Mr. Landsman	X		
Ms. Lee	X			Ms. McClellan	X		
Mr. Langworthy	X						
Mr. Kean	X						
Mr. Rulli	X						
Mr. Evans	X						
Mr. Goldman	X						
Mrs. Fedorchak	X						

09/17/2025

OVERSIGHT FINDINGS AND RECOMMENDATIONS

Pursuant to clause 2(b)(1) of rule X and clause 3(c)(1) of rule XIII, the Committee held hearings 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. 979 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, at the time this report was filed, the cost estimate prepared by the Director of the Congressional Budget Office pursuant to section 402 of the Congressional Budget Act of 1974 was not available.

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 the Secretary of Transportation to issue a rule requiring access to AM broadcast stations in motor vehicles.

DUPLICATION OF FEDERAL PROGRAMS

Pursuant to clause 3(c)(5) of rule XIII, no provision of H.R. 979 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, the following related hearing was used to develop or consider H.R. 979:

- On June 26, 2025, the Subcommittee on Commerce, Manufacturing, and Trade held a hearing on H.R. 979. The title of the hearing was “Looking Under the Hood: The State of NHTSA and Motor Vehicle Safety.” The Subcommittee received testimony from:
 - Jeff Farrah, CEO, Autonomous Vehicle Industry Association;
 - John Bozzella, President and CEO, Alliance for Automotive Innovation;
 - David Harkey, President, Insurance Institute for Highway Safety and Highway Loss Data Institute; and
 - Catherine Chase, President, Advocates for Highway and Auto Safety.
- On September 9, 2025, the Subcommittee on Communications and Technology held a hearing on H.R. 979. The title of

the hearing was “Public Safety Communication in the United States.” The Subcommittee received testimony from:

- Steve Newton, Emergency Management Director, Chatham County Emergency Management;
- Shannon Dicus, Sheriff, San Bernadino County;
- Brian Fontes, Former CEO, National Emergency Number Association; and
- Randall C. Wright, Executive Director, WUFT/WRUF, Florida Public Radio Emergency Network, and Project Beacon.

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. At the time this report was filed, the estimate was not available.

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. 979 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 2025”.

Section 2. Definitions

Section 2 defines terms used throughout the legislation.

Section 3. AM broadcast stations rule

Section 3 would require, not later than one 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. This rule would also allow a manufacturer to comply 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. Before issuing a final rule, the Secretary is required to evaluate the impact of the reception of AM radio signals on passenger motor vehicles equipped with automated driving systems and the range of solutions that have been adopted or could be

adopted to mitigate any negative impacts. Also, 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 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 establishes a preemptive standard and provides for an enforcement mechanism.

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

Section 3 sunsets the Act, and the authority for the Secretary to issue and enforce the rule, eight years after enactment.

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

BRETT GUTHRIE, KENTUCKY
CHAIRMAN

FRANK PALLONE, JR., NEW JERSEY
RANKING MEMBER

ONE HUNDRED NINETEENTH 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 15, 2025

The Honorable Andrew Garbarino
Chairman
Committee on Homeland Security
H2-176 Ford House Office Building
Washington, DC 20515

Dear Chairman Garbarino:

I write this letter to kindly request that you forgo action on H.R. 979, the "AM Radio for Every Vehicle Act of 2025." I would appreciate your willingness to do this so that the bill may proceed expeditiously to the House Floor.

I acknowledge that your decision to forgo action on this bill would not in any way diminish or alter the jurisdiction of the Committee on Homeland Security, nor prejudice the Committee's jurisdictional prerogatives on this measure or similar legislation in the future.

Should you agree to forgo action, I will also include a copy of our exchange of letters on H.R. 979 in the committee report on the bill or in the Congressional Record during consideration of the bill on the House floor.

Thank you again for your assistance on this matter.

Sincerely,



Brett Guthrie
Chairman

BRETT GUTHRIE, KENTUCKY
CHAIRMAN

FRANK PALLONE, JR., NEW JERSEY
RANKING MEMBER

ONE HUNDRED NINETEENTH 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 15, 2025

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

Dear Chairman Graves:

I write this letter to kindly request that you forgo action on H.R. 979, the "AM Radio for Every Vehicle Act of 2025." I would appreciate your willingness to do this so that the bill may proceed expeditiously to the House Floor.

I acknowledge that your decision to forgo action on this bill would not in any way diminish or alter the jurisdiction of the Committee on Transportation and Infrastructure, nor prejudice that Committee's jurisdictional prerogatives on this measure or similar legislation in the future.

Should you agree to forgo action, I will also include a copy of our exchange of letters on H.R. 979 in the committee report on the bill or in the Congressional Record during consideration of the bill on the House floor.

Thank you again for your assistance on this matter.

Sincerely,



Brett Guthrie
Chairman

ANDREW R. GARBARINO, NEW YORK
CHAIRMAN

BENNIE G. THOMPSON, MISSISSIPPI
RANKING MEMBER



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

November 10, 2025

The Honorable Brett Guthrie
Chairman
Committee on Energy & Commerce
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Guthrie,

I write regarding H.R. 979, the *AM Radio for Every Vehicle Act of 2025*, which was referred the Committee on Homeland Security. I agree to forgo action on the bill so that it may proceed expeditiously to the House floor for consideration

The Committee takes this action with the mutual understanding that by forgoing consideration of H.R. 979, the Committee does not waive any jurisdiction over the subject matter contained in this or similar legislation in the future, and that the Committee will be appropriately consulted and involved as the bill or similar legislation moves forward so that we may address any issues in our jurisdiction. Additionally, the Committee reserves the right to seek appointment of conferees should a conference with the Senate on this bill or similar legislation be necessary.

I ask that you please include a copy of our letters in the Committee report on this measure and in the *Congressional Record* during floor consideration of this bill. I look forward to working with you on this legislation and other matters in our shared jurisdiction.

Sincerely,

ANDREW R. GARBARINO
Chairman

Cc: The Honorable Bennie Thompson, Ranking Member, Committee on Homeland Security
The Honorable Frank Pallone, Ranking Member, Committee on Energy & Commerce
Mr. Jason Smith, Parliamentarian, U.S. House of Representatives



Committee on Transportation and Infrastructure
U.S. House of Representatives

Washington, DC 20515

Sam Graves
Chairman

Rick Larsen
Ranking Member

Nick Christensen, Staff Director

October 22, 2025

Katherine W. Fredrick, Democratic Staff Director

The Honorable Brett Guthrie
Chairman
Committee on Energy and Commerce
2125 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Guthrie:

Thank you for your letter regarding H.R. 979, the *AM Radio for Every Vehicle Act of 2025*. I appreciate your outreach and your consideration of the jurisdictional interests of the Committee on Transportation and Infrastructure.

In the interest of permitting H.R. 979 to proceed expeditiously to the House Floor, I am willing to forgo formal action by the Committee on Transportation and Infrastructure with the understanding that doing so does not waive any future jurisdictional claims over this bill or similar legislation.

I appreciate your commitment to include our exchange of letters in the committee report on H.R. 979 and in the *Congressional Record* during its consideration on the House Floor.

Thank you again for your cooperation and for your work on this important legislation.

Sincerely,

Sam Graves
Chairman
Committee on Transportation
and Infrastructure

cc: The Honorable Mike Johnson, Speaker of the House
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