

9803(f) is amended by adding at the end the following:

“(4) REPORT ON GOALS RELATING TO DOMESTIC AND INTERNATIONAL TRAVEL.—Not later than 1 year after the date of enactment of the American Music Tourism Act of 2025, and every 2 years thereafter, the Assistant Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives a report of activities, findings, achievements, and vulnerabilities relating to the goals described in subsections (a) through (d).”.

(d) DEFINITION.—Section 600 of title VI of division BB of the Consolidated Appropriations Act, 2023 (15 U.S.C. 9801) is amended—

(1) by redesignating paragraphs (1) and (2) as subparagraphs (A) and (B), respectively, and adjusting the margins accordingly;

(2) by striking “In this title, the term ‘COVID-19 public health emergency’—” and inserting the following:

“In this title:

“(1) COVID-19 PUBLIC HEALTH EMERGENCY.—The term ‘COVID-19 public health emergency’—”; and

(3) by adding at the end the following:

“(2) MUSIC TOURISM.—The term ‘music tourism’ means—

“(A) the act of traveling to a State or locality to visit historic or modern day music-related attractions, including museums, studios, venues of all sizes, and other sites related to music; or

“(B) the act of traveling to a State or locality to attend a music festival, a concert, or other live musical performance or music-related special event.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Kentucky (Mr. GUTHRIE) and the gentlewoman from Texas (Mrs. FLETCHER) each will control 20 minutes.

The Chair recognizes the gentleman from Kentucky.

GENERAL LEAVE

Mr. GUTHRIE. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and insert extraneous material on S. 195.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

Mr. GUTHRIE. Madam Speaker, I yield myself such time as I may consume.

I rise today to speak in support of S. 195, the American Music Tourism Act of 2025. Music is one of the truest expressions of who we are as a country. It is part of the fabric of American life in every region and in every community.

This bill simply directs the Department of Commerce to do what it already does for other forms of tourism: to build a plan to promote it and keep Congress informed. It asks for no new taxpayer dollars. It creates no new bureaucracy. It just puts music tourism on the same level of other national attractions.

Madam Speaker, I urge my colleagues to support this bipartisan legislation, and I reserve the balance of my time.

Mrs. FLETCHER. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise to speak in support of S. 195, the American Music Tourism Act of 2025.

Americans are fortunate to have a rich musical heritage. Across the country, there are countless venues where gifted musicians perform, attracting millions of people from around the country and around the world.

Visitors come to see an artist they love or for the chance to stand where a famous musician got their start. No matter how far they have traveled, these tourists are spending money and enhancing our local economies by supporting jobs and artists.

I am pleased to support the American Music Tourism Act of 2025. This bill charges the National Travel and Tourism office with promoting domestic and international travel and tourism to U.S. music venues. Promoting tourism to music venues will directly benefit local economies. When tourists travel for music events, they drive an increase in hospitality spending in local communities. This bill will enhance the economic benefits venues bring to our local economies by creating jobs, supporting small businesses, and championing our music industry.

I thank Representative BARRAGAN for her leadership on this legislation, and I encourage my colleagues to support it.

Madam Speaker, I reserve the balance of my time.

Mr. GUTHRIE. Madam Speaker, I yield 3 minutes to the gentlewoman from Tennessee (Mrs. HARSHBARGER), who has worked tirelessly on this legislation. It is appropriate today she represents the community from which Ms. Dolly Parton was born.

Mrs. HARSHBARGER. Madam Speaker, I rise today in support of the American Music Tourism Act of 2025. It is bipartisan legislation that I have had the privilege of leading in the House alongside my colleague from California, Congresswoman BARRAGAN, and our partner in the Senate, Senator BLACKBURN.

Whether it is Dolly Parton or Morgan Wallen, they have got a storied history colored by many country music icons. From Dollywood in Pigeon Forge to the birthplace of country music in Bristol, Tennessee, east Tennessee does play a vital role in our Nation's music tourism industry. That story is true in communities across the country, from Nashville to Los Angeles and everywhere in between.

□ 1850

This bill simply directs the Assistant Secretary of Commerce for Travel and Tourism to implement a plan to grow music tourism for domestic and international visitors and to report back to Congress on that progress.

It is a commonsense, bipartisan idea, and I note for my colleagues that it will not cost taxpayers one additional dollar to implement.

Madam Speaker, the House already passed this bill with overwhelming bipartisan support in April. The Senate

now has done the same, and this is about as close to the finish line as legislation gets. I am proud of the work that our two Chambers have done together to get us there.

I thank again Congresswoman BARRAGAN and Senator BLACKBURN for their partnership in helping carry this legislation forward.

Madam Speaker, let's finish the job. Let's send this bill to the President's desk and give America's music communities the recognition and support they have earned.

Madam Speaker, I urge my colleagues to support this legislation.

Mrs. FLETCHER. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, as I mentioned earlier, I think this is an important bill. I appreciate the representation. I think there is probably nothing that we have seen more in the last few weeks that has united Americans in every corner of the country, on both sides of the aisle and everywhere in between, than our appreciation and love for Dolly Parton.

Madam Speaker, I am proud to support this bill. I look forward to voting in favor of it, and I encourage my colleagues to do the same.

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

Mr. GUTHRIE. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, my friend mentioned the music coming out of her beloved mountains of Kentucky, such as Chris Stapleton, Loretta Lynn, Dwight Yoakam, and Keith Whitley. I could go on and on.

Madam Speaker, people from our Appalachia area call my area flatland. Flatlanders have bluegrass music. Bluegrass music came from my district. Bill Monroe is from Jerusalem Ridge in Ohio County, and the International Bluegrass Museum and Hall of Fame is in Owensboro, Kentucky. Hopefully, once we get this plan from the Department of Commerce, we will have opportunities for these venues and the Tennessee mountains, Kentucky flatlands, all over, to show what they can do in music.

Madam Speaker, I encourage my colleagues to vote for this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Kentucky (Mr. GUTHRIE) that the House suspend the rules and pass the bill, S. 195.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

AM RADIO FOR EVERY VEHICLE ACT OF 2025

Mr. GUTHRIE. Madam Speaker, I move to suspend the rules and pass 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, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 979

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

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.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Kentucky (Mr. GUTHRIE) and the gentlewoman from Texas (Mrs. FLETCHER) each will control 20 minutes.

The Chair recognizes the gentleman from Kentucky.

GENERAL LEAVE

Mr. GUTHRIE. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks on the legislation and to include extraneous material on H.R. 979.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

Mr. GUTHRIE. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of H.R. 979, the AM Radio for Every Vehicle Act. Tens of millions of Americans tune into broadcast AM radio every day. Farmers use AM radio for weather forecasts, local information, crop reports, while older Americans rely on it for local news and programming.

Most importantly, AM radio is a critical tool for emergency communications. When a disaster hits and a broadband network goes dark, AM radio can continue providing critical emergency information to communities. This bipartisan bill has broad support from stakeholders, including the Farm Bureau, former FEMA administrators, and first responders.

Madam Speaker, I urge my colleagues to support this bipartisan legislation, and I reserve the balance of my time.

Mrs. FLETCHER. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of H.R. 979, the AM Radio for Every Vehicle Act, bipartisan legislation that Ranking Member PALLONE introduced with Commerce, Manufacturing, and Trade Subcommittee Chairman BILIRAKIS of Florida.

As Chairman GUTHRIE just noted, tens of millions of Americans listen to AM radio every day. Americans tune in to listen to the news, sports, weather, and more, often while driving.

AM radio also plays a critical role during emergencies. AM stations are an important distribution for emergency alerts, and there is a network of AM broadcast stations specifically designed to withstand major weather events and other disasters.

These stations act as primary entry points for the Nation's Emergency Alert System, and the Federal Emergency Management Agency invests millions of dollars every year to keep those AM stations ready to broadcast in emergencies.

Given how important AM radio is, especially in times of emergency, we cannot risk removing it from our vehicles, which multiple automakers have done.

This bill, the AM Radio for Every Vehicle Act, recognizes the essential role of AM radio and ensures that consumers will continue to have AM radio available in their vehicles. It directs the Secretary of Transportation to issue a rule that requires vehicle manufacturers to install equipment to receive AM radio signals in all new passenger cars made or sold in the United States.

The AM Radio for Every Vehicle Act will preserve access to critical information provided over AM radio during times of emergency, as well as access to the stations Americans know and love during times of safety.

Madam Speaker, I urge my colleagues to support it, and I reserve the balance of my time.

Mr. GUTHRIE. Madam Speaker, I yield 3 minutes to the gentleman from Florida (Mr. BILIRAKIS), the sponsor of this piece of legislation, chairman of the Commerce, Manufacturing, and Trade Subcommittee, and a member of the Energy and Commerce Committee.

Mr. BILIRAKIS. Madam Speaker, AM broadcast radio is a critical public safety resource and our emergency alert system is based around those signals.

AM radio is also used for communications between public safety officials and for information sharing to the public during national and local emergencies.

During a natural disaster, many people find their electricity out, cell service out, and have a limited ability to get information, unfortunately. In

many instances, people end up listening to the radio in their car for their only source of information.

People in States like Florida know all too well that evacuation routes during emergencies require constant information sharing, and AM radio is the go-to.

Just imagine if in that critical moment you find that your vehicle is not receiving those AM alert transmissions. If a vehicle does not have AM broadcasting abilities, it takes away the last resort of communication and leaves people vulnerable during moments when seconds matter.

This is what makes the AM Radio for Every Vehicle Act so very important.

By ensuring automakers include AM broadcast radio in their cars, we can protect Americans and ensure this critical service remains available. It is that simple, Madam Speaker.

I thank Ranking Member PALLONE for working with me on this particular bill and, of course, the chairman of the Energy and Commerce Committee, Mr. GUTHRIE, my good friend. We need to pass this critical piece of legislation as soon as possible.

Madam Speaker, I urge a "yes" vote.

Mrs. FLETCHER. Madam Speaker, I yield such time as she may consume to the gentlewoman from Michigan (Mrs. DINGELL).

Mrs. DINGELL. Madam Speaker, I rise today in support of this strong compromise to H.R. 979, the AM Radio for Every Vehicle Act.

We have worked on this effort for years, so I thank Chair GUTHRIE, Ranking Member PALLONE, Chairman BILIRAKIS, and all of my colleagues who have worked diligently to find common ground and move this legislation forward.

I also thank the broadcasters and the car companies and everybody else who has been part of a lot of tough discussions. I have spent my life at the heart of the American auto industry, and cars have always been a core part of who I am.

I understand both the importance of making sure consumers have access to critical information and the importance of getting Federal policy right as technology continues to evolve.

□ 1900

AM radio remains an important tool for communities across the country, especially when it comes to delivering lifesaving information during emergencies and natural disasters. Consumers need to have reliable access to those alerts, but we also have to recognize that technology changes. That is why I believe the compromise before us today strikes the correct balance.

This bill mandates AM radio in every new car, but it also includes a sunset provision recognizing that Congress should reassess the mandates as technology evolves. If AM radio continues to provide value in the future, Congress can and should act again.

It strengthens compliance timelines, ensuring that consumers have reliable

access to emergency information without delays.

The bill requires a public study on the potential impacts of mandating AM radio, including implications for safety and innovation and potential solutions auto manufacturers could adopt.

There were a lot of tough conversations and work with stakeholders and across the aisle to find this compromise. Today, it just feels like a day to say this is what Congress is supposed to do.

As we all know, AM radio remains widespread across our country. Madam Speaker, 99 percent of the 286 million vehicles on the road today have AM radio, and roughly 90 percent of new vehicles will still include it. With the average vehicle on the road being more than 12 years old, almost all Americans will continue to have AM radio in their vehicles for years to come.

This is about putting consumers in the driver's seat and maintaining broad access to emergency communications.

I am proud of the work that went into this bipartisan compromise. I will be voting in favor of this bill, and I urge my colleagues to support it.

Madam Speaker, let's get this bill across the finish line.

Mrs. FLETCHER. Madam Speaker, I reserve the balance of my time.

Mr. GUTHRIE. Madam Speaker, I yield 3 minutes to the gentleman from Georgia (Mr. CARTER), a member of the Committee on Energy and Commerce.

Mr. CARTER of Georgia. Madam Speaker, I thank the gentleman for yielding.

Madam Speaker, I rise today in strong support of H.R. 979, the AM Radio for Every Vehicle Act.

In coastal Georgia that I have the honor and privilege of representing, we know how important reliable information is when a hurricane threatens our communities.

Families need access to emergency alerts, evacuation updates, and local broadcasters who understand what is happening on the ground.

AM radio provides a free connection to that information without requiring a cellular signal or an internet subscription.

This bipartisan legislation would require AM radio as standard equipment in new passenger vehicles, with no separate charge to drivers.

Preserving that access supports public safety, and it keeps our communities connected to local news, to weather, and programming.

Madam Speaker, I thank Congressman BILIRAKIS for his leadership, and I urge my colleagues to support this commonsense legislation.

Mrs. FLETCHER. Madam Speaker, I reserve the balance of my time.

Mr. GUTHRIE. Madam Speaker, I yield 3 minutes to the gentleman from Wisconsin (Mr. GROTHMAN).

Mr. GROTHMAN. Mr. Speaker, I rise in support of Mr. BILIRAKIS' bill, the AM Radio for Every Vehicle Act.

It is the responsibility of Congress to make sure every vehicle purchased has

the minimum amount of standard equipment expected. Can you imagine spending \$60,000 on a new car and not getting AM radio? Why don't you just take the transmission too.

In my media market, no AM radio means no sixties music, no Dave Ramsey, and no Brewers game, not to mention we recently had a big tornado, and I think one of the reasons nobody died is everybody got in their basement because they heard of the danger on AM radio. They expect me to sit at home and wait for the Brewers game to end before I get in the car? That is ridiculous.

I had a staffer buy a fancy European model and was shocked to find out it had no AM radio.

Quick, pass this bill, rush it to the Senate and President Trump. I want to hear The Dave Clark Five, The Beach Boys, and The Supremes if I buy a new car.

Mrs. FLETCHER. Mr. Speaker, I am prepared to close.

Mr. Speaker, as I stated earlier and for the reasons Chairman GUTHRIE and Mrs. DINGELL stated, I urge my colleagues to vote for H.R. 979, the AM Radio for Every Vehicle Act, and I yield back the balance of my time.

Mr. GUTHRIE. Mr. Speaker, I appreciate my friend from Florida (Mr. BILIRAKIS) and my friend from Michigan (Mrs. DINGELL) for working together to get us to a point where we could pass this bill today, just as we heard Mr. GROTHMAN from Wisconsin say how important this bill is.

Mr. Speaker, I encourage a "yes" vote on this bill, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. EVANS of Colorado). The question is on the motion offered by the gentleman from Kentucky (Mr. GUTHRIE) that the House suspend the rules and pass the bill, H.R. 979, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

KAY HAGAN TICK REAUTHORIZATION ACT

Mr. GUTHRIE. Mr. Speaker, I move to suspend the rules and pass the bill (S. 2398) to reauthorize the Kay Hagan Tick Act, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 2398

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Kay Hagan Tick Reauthorization Act".

SEC. 2. REAUTHORIZATION OF PROGRAMS.

(a) NATIONAL STRATEGY AND REGIONAL CENTERS OF EXCELLENCE IN VECTOR-BORNE DISEASES.—Section 317U of the Public Health Service Act (42 U.S.C. 247b-23) is amended—

(1) in subsection (b), in the matter preceding paragraph (1), by striking "the Tick-

Borne Disease Working Group established under section 2062 of the 21st Century Cures Act (42 U.S.C. 284s) and other individuals, as appropriate" and inserting "appropriate individuals";

(2) in subsection (c), by striking "in coordination with" and inserting "acting through"; and

(3) in subsection (f), by striking "2021 through 2025" and inserting "2026 through 2030".

(b) ENHANCED SUPPORT TO ASSIST HEALTH DEPARTMENTS IN ADDRESSING VECTOR-BORNE DISEASES.—Section 2822(c) of the Public Health Service Act (42 U.S.C. 300hh-32(c)) is amended by striking "2021 through 2025" and inserting "2026 through 2030".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Kentucky (Mr. GUTHRIE) and the gentlewoman from Texas (Mrs. FLETCHER) each will control 20 minutes.

The Chair recognizes the gentleman from Kentucky (Mr. GUTHRIE).

GENERAL LEAVE

Mr. GUTHRIE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks on the legislation and to include extraneous material on S. 2398.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

Mr. GUTHRIE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in strong support of S. 2398, the Senate companion to bipartisan legislation recently advanced by the Committee on Energy and Commerce led by Senator COLLINS and Congressman CHRIS SMITH of New Jersey.

Vectors such as mosquitos, ticks, and fleas can carry life-threatening diseases, and anyone can contract a vector-borne disease with potentially debilitating consequences.

This bill reauthorizes the National Strategy and Regional Centers of Excellence in Vector-Borne Diseases, as well as the CDC's cooperative agreements with health departments in high-risk areas for vector-borne diseases.

Preventing these diseases and responding to vector-borne threats is a bipartisan issue that I hope we can all support.

Mr. Speaker, I encourage my colleagues to vote in favor of the bill, and I reserve the balance of my time.

Mrs. FLETCHER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of S. 2398, the Kay Hagan Tick Reauthorization Act.

This legislation strengthens the infrastructure and research needed to improve our response to illnesses spread by ticks and other vectors.

Tick-borne diseases, including Lyme disease, have been reported in all 50 States and Washington, D.C., and continue to increase.

The Centers for Disease Control and Prevention estimates that almost half