

APPOINTMENT AS MEMBER OF U.S. DELEGATION OF CANADA-UNITED STATES INTERPARLIAMENTARY GROUP

The SPEAKER. Pursuant to the provisions of section 1, Public Law 86-42, the Chair appoints as a member of the U.S. Delegation of the Canada-United States Interparliamentary Group, the gentleman from Ohio, Mr. MOSHER, to fill the existing vacancy thereon.

PROVIDING FOR FULL-SCALE GENERAL ACCOUNTING OFFICE AUDIT OF THE FEDERAL RESERVE SYSTEM

(Mr. PATMAN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PATMAN. Mr. Speaker, today I am introducing a seventh bill providing for a General Accounting Office audit of the Federal Reserve System. The continued support for this legislation has brought the total number of cosponsors to 109. It is very clear that the interest in this legislation indicates that effective legislation must be passed by the House to make the Federal Reserve more accountable to the Congress and the American people.

Therefore, in order to expedite consideration of such legislation, we are holding hearings beginning tomorrow morning, April 22, at 10 a.m., in room 2128 of the Rayburn Building.

PERMISSION FOR COMMITTEE ON RULES TO FILE CERTAIN PRIVILEGED REPORTS

Mr. BOLLING. Mr. Speaker, I ask unanimous consent that the Committee on Rules may have until midnight tonight to file certain privileged reports.

The SPEAKER. Is there objection to the request of the gentleman from Missouri?

There was no objection.

ANNOUNCEMENT BY THE SPEAKER

The SPEAKER. The Chair desires to make an announcement.

Pursuant to the provisions of clause 3(b) of rule XXVII the Chair announces that he will postpone further proceedings today on each motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 4 of rule XV.

After all motions to suspend the rules have been entertained and debated, and after those motions to be determined by "non-record" votes have been disposed of, the Chair will then put the question on each motion on which the further proceedings were postponed.

CHANGES IN TRAVEL AND TRANSPORTATION ALLOWANCES FOR GOVERNMENT EMPLOYEES

Mr. BROOKS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4834) to revise certain provisions of title

5, United States Code, relating to per diem and mileage expenses of Government employees, and for other purposes. The Clerk read as follows:

H.R. 4834

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Travel Expense Amendments Act of 1975".

Sec. 2. (a) Section 5701(2) of title 5, United States Code, is amended to read as follows:

"(2) 'employee' means an individual employed in or under an agency including an individual employed intermittently in the Government service as an expert or consultant and paid on a daily when-actually-employed basis and an individual serving without pay or at \$1 a year;"

(b) Section 5705 of such title 5 is amended by striking out "or individual" wherever it appears.

Sec. 3. Section 5702 of title 5, United States Code, is amended to read as follows:

"§ 5702. PER DIEM; EMPLOYEES TRAVELING ON OFFICIAL BUSINESS

"(a) Under regulations prescribed under section 5707 of this title, an employee while traveling on official business away from his designated post of duty, or in the case of an individual described under section 5703 of this title, his home or regular place of business, is entitled to (1) a per diem allowance for travel inside the continental United States at a rate not to exceed \$35, and (2) a per diem allowance for travel outside the continental United States, that may not exceed the rate established by the President, or his designee, for each locality where travel is to be performed. For travel consuming less than a full day, such rate may be allocated proportionately.

"(b) Under regulations prescribed under section 5707 of this title, an employee who, while traveling on official business away from his designated post of duty or, in the case of an individual described under section 5703 of this title, his home or regular place of business, becomes incapacitated by illness or injury not due to his own misconduct, is entitled to the per diem allowance and appropriate transportation expenses to his designated post of duty, or home or regular place of business, as the case may be.

"(c) Under regulations prescribed under section 5707 of this title, the Administrator of General Services, or his designee, may prescribe conditions under which an employee may be reimbursed for the actual and necessary expenses of official travel when the maximum per diem allowance would be less than these expenses, except that such reimbursement shall not exceed \$50 for each day in a travel status within the continental United States when the per diem otherwise allowable is determined to be inadequate. (A) due to the unusual circumstances of the travel assignment, or (B) for travel to high rate geographical areas designated as such in regulations prescribed under section 5707 of this title.

"(d) Under regulations prescribed under section 5707 of this title, for travel outside the continental United States, the Administrator of General Services or his designee, may prescribe conditions under which an employee may be reimbursed for the actual and necessary expenses of official travel when the per diem allowance would be less than these expenses, except that such reimbursement shall not exceed \$21 for each day in a travel status outside the continental United States plus the locality per diem rate prescribed for such travel.

"(e) This section does not apply to a justice or judge, except to the extent provided by section 456 of title 28."

Sec. 4. Section 5703 of title 5, United States Code, is amended to read as follows:

"§ 5703. PER DIEM, TRAVEL, AND TRANSPORTATION EXPENSES; EXPERTS AND CONSULTANTS; INDIVIDUALS SERVING WITH PAY

"An employee serving intermittently in the Government service as an expert or consultant and paid on a daily when-actually-employed basis, or serving without pay or at \$1 a year, may be allowed travel or transportation expenses, under this subchapter, while away from his home or regular place of business and at the place of employment or service."

Sec. 5. Section 5704 of title 5, United States Code is amended to read as follows:

"§ 5704. Mileage and related allowances

"(a) Under regulations prescribed under section 5707 of this title, an employee who is engaged on official business for the Government is entitled to not in excess of—

- "(1) 11 cents a mile for the use of a privately owned motorcycle;
- "(2) 20 cents a mile for the use of a privately owned automobile; or
- "(3) 24 cents a mile for the use of a privately owned airplane;

instead of actual expenses of transportation when that mode of transportation is authorized or approved as more advantageous to the Government. A determination of such advantage is not required when payment on a mileage basis is limited to the cost of travel by common carrier including per diem. Notwithstanding the preceding provisions of this subsection, in any case in which an employee who is engaged on official business for the Government chooses to use a privately owned vehicle in lieu of a Government vehicle, payment on a mileage basis is limited to the cost of travel by a Government vehicle.

"(b) In addition to the mileage allowances authorized under subsection (a) of this section, the employee may be reimbursed for—

- "(1) parking fees;
- "(2) ferry fees;
- "(3) bridge, road, and tunnel costs; and
- "(4) airplane landing and tie-down fees."

Sec. 6. (a) Section 5707 of title 5, United States Code, is amended to read as follows:

"§ 5707. Regulations and reports

"(a) The Administrator of General Services shall prescribe regulations necessary for the administration of this subchapter, except that the Director of the Administrative Office of the United States Courts shall prescribe such regulations with respect to official travel by employees of the judicial branch of the Government.

"(b) (1) The Administrator of General Services, in consultation with the Comptroller General of the United States, the Secretary of Transportation, the Secretary of Defense, and representatives of organizations of employees of the Government, shall conduct periodic investigations of the cost of travel and the operation of privately owned vehicles to employees which engaged on official business, and shall report the results of such investigations to Congress at least once a year. In conducting the investigations, the Administrator shall review and analyze among other factors—

- "(A) depreciation of original vehicle cost;
- "(B) gasoline and oil (excluding taxes);
- "(C) maintenance, accessories, parts and tires;
- "(D) insurance; and
- "(E) State and Federal taxes.

"(2) The Administrator shall issue regulations under this section which shall prescribe mileage allowances which shall not exceed the amounts set forth in section 5704(a) of this title and which reflect the current costs, as determined by the Administrator, of operating privately owned motorcycles, automobiles, and airplanes. At least once each year after the issuance of the regulations de-

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to consolidate its administrative offices for both the Roosevelt Historic Site and the nearby Vanderbilt Mansion National Historic Site. The offices can be located in structures on the donated property, thereby freeing the historic structures in both areas from this use.

The Subcommittee on National Parks and Recreation received testimony in regard to this bill from the National Park Service Director during our recent oversight hearings. The Department of the Interior recommends enactment of this legislation. The Committee on Interior and Insular Affairs adopted an amendment substituting a revised text for the bill which incorporates three changes.

First, the language was changed to conformance with the recommendations of the Department of the Interior. This simply clarifies that any donated lands are to be used in conjunction with the purposes for which the area is administered.

Second, the original joint resolution enacted in 1939 contains a reference to a nonexistent section. This unnecessary phrase is deleted by the amendment.

Third, the amendment adds a limitation on the funds authorized to be spent for development of the national historic site. The original state had no limitation on the funds which could be appropriated. The estimated development figure of \$104,000 was supplied by the National Park Service.

Mr. Speaker, H.R. 2808 represents an opportunity to enhance the protection of an important national historic site at very little cost. I urge its passage by the House of Representatives at this time.

[Mr. SEBELIUS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

(Mr. FISH asked and was given permission to revise and extend his remarks.)

Mr. FISH. Mr. Speaker, I rise in support of H.R. 2808, a bill I introduced to provide for the acceptance of additional lands for the Home of Franklin D. Roosevelt National Historic Site.

A joint resolution passed in 1939 provided for the establishment of the Franklin D. Roosevelt Library at Hyde Park, N.Y., and for the acceptance by donation of any additional portion of the Roosevelt estate by the Federal Government. The Hyde Park estate was designated a national historic site in 1944, and presently consists of approximately 240 acres, managed by the National Park Service.

The legislation that is before us today would amend the original joint resolution to permit the acceptance by donation of properties contiguous to the original Hyde Park estate, to be administered as part of the national historic site. Mr. Gerald Morgan, who owns property along the northeastern boundary of the site, has indicated a desire to donate approximately 24 acres of land as part of the site. Because the Morgan property was never a part of the Hyde Park estate, legislation is required to effect this transfer.

Acceptance of the Morgan property would enable us to better protect the

Roosevelt estate from encroaching development in the area adjacent to the historic site. In addition, the administrative, maintenance and visitor reception functions for both Vanderbilt Mansion National Historic Site, also located in Hyde Park, and the Home of Franklin D. Roosevelt National Historic Site, are performed in historic structures at the Vanderbilt site. Structures exist on the Morgan property which are better suited to perform these functions for both historic sites. By relocating certain administrative and visitor use facilities to the adjoining Morgan property, we would allow all buildings on the Vanderbilt site which are of historical significance to be made available for public visitation.

I therefore urge all my colleagues to join with me in supporting this legislation to enable us to preserve this important national historic site.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

AMENDING THE ORGANIC ACT OF GUAM AND THE REVISED ORGANIC ACT OF THE VIRGIN ISLANDS

The Clerk called the bill (H.R. 4269) to amend the Organic Act of Guam and the Revised Organic Act of the Virgin Islands, as amended.

The SPEAKER. Is there objection to the present consideration of the bill?

Mr. HINSHAW. Mr. Speaker, reserving the right to object—and I will not object—I merely take this opportunity to ask if there is someone in the Chamber who could answer a question or two on this bill, H.R. 4269.

Mr. LAGOMARSINO. Mr. Speaker, if the gentleman will yield, I will answer the gentleman's questions.

Mr. HINSHAW. If the gentleman could answer the question, could he tell me a little bit more about the reasoning for this request to amend the Organic Act of Guam and the Virgin Islands?

Mr. LAGOMARSINO. If the gentleman will yield, I might say that in practice the limited clerk hire allowance has proved inadequate for a variety of reasons, including the fact that because of the isolated and insular locations, the Governments of Guam and the Virgin Islands rely more heavily on the offices of their congressional Representatives and Federal relationships than on their State and local governments. So the main reason for the legislation is so that they can have better communications with the House and with their constituents.

Mr. HINSHAW. If the gentleman would answer another question. I notice that the Virgin Islands has a population of some 62,000 and Guam has a population of some 85,000. I assume that the feelings of the committee would hold true, notwithstanding the disparity of the populations of those areas as opposed to the typical congressional district.

Mr. LAGOMARSINO. Yes. As I pointed out earlier, they are more isolated. It is more necessary for them to make frequent trips than perhaps it is for some of

us, and the committee felt that the request was justified.

Mr. HINSHAW. Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER. Is there objection to the present consideration of the bill?

There being no objection, the Clerk read the bill, as follows:

H.R. 4269

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

GUAM

SECTION 1. The Organic Act of Guam (48 U.S.C. 1421 and following) is amended by inserting after section 14 the following new section:

"SEC. 15. Notwithstanding any other provision of law, the clerk hire allowance and the transportation expenses subject to reimbursement under Federal law of the Delegate from Guam to the United States House of Representatives shall each be the same as allowed for Members of the United States House of Representatives."

VIRGIN ISLANDS

SEC. 2. The Revised Organic Act of the Virgin Islands (48 U.S.C. 1541 and following) is amended by inserting after section 14 the following new section:

"SEC. 15. Notwithstanding any other provision of law, the clerk hire allowance and the transportation expenses subject to reimbursement under Federal law of the Delegate from the Virgin Islands to the United States House of Representatives shall each be the same as allowed for Members of the United States House of Representatives."

With the following committee amendments:

Page 1, line 5, strike out "section 14" and insert "section 34".

Page 1, line 7, strike out "Sec. 15." and insert "Sec. 35."

The committee amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time and passed, and a motion to reconsider was laid on the table.

The SPEAKER. This concludes the call of the eligible bills on the Consent Calendar.

RESIGNATION AS MEMBER OF U.S. DELEGATION OF CANADA-UNITED STATES INTERPARLIAMENTARY GROUP

The SPEAKER laid before the House the following resignation from a delegation:

APRIL 10, 1975.

HON. CARL ALBERT,
Speaker,
House of Representatives,
Washington, D.C.

DEAR MR. SPEAKER: Please accept my resignation as a member of the U.S. Delegation of the Canada-United States Interparliamentary Group. I very much regret not being able to participate as a member of the delegation for the meeting at Quebec City, April 24-26, 1975. I have a number of important longstanding commitments in my District which I must honor during that period.

With kindest personal regards,
Sincerely,

FRANK HORTON.

The SPEAKER. Without objection, the resignation will be accepted.
There was no objection.

scribed in the preceding sentence, the Administrator shall determine, based upon the results of his investigation, specific figures, each rounded to the nearest one-half cent, of the average, actual cost a mile during the period for the use of a privately owned motorcycle, automobile, and airplane. The Administrator shall report such figures to Congress not later than five working days after he makes his determination. Each such report shall be printed in the Federal Register. The mileage allowances contained in regulations prescribed under this section shall be adjusted within thirty days following the submission of that report to the figures so determined and reported by the Administrator."

(b) The regulations required under the first sentence of section 5707(b) (2) of title 5, United States Code, as amended by subsection (a) of this section, shall be issued no later than thirty days after the effective date of this Act.

Sec. 7. Item 5707 contained in the analysis of subchapter I of chapter 57 of title 5, United States Code, is amended to read as follows:

"5707. Regulations and reports."

The SPEAKER. Is a second demanded? Mr. HORTON. Mr. Speaker, I demand a second.

The SPEAKER. Without objection, a second will be considered as ordered. There was no objection.

CALL OF THE HOUSE

Mr. MONTGOMERY. Mr. Speaker, I make the point of order that a quorum is not present.

The SPEAKER. Evidently a quorum is not present.

A call of the House was ordered.

The call was taken by electronic device, and the following Members failed to respond:

[Roll No. 129]

Anderson, Calif.	Eshleman	Mills
Andrews, N.C.	Evans, Ind.	Mineta
Archer	Foley	O'Brien
Ashley	Ford, Mich.	O'Neill
Badillo	Ford, Tenn.	Pepper
Biaggi	Frey	Pike
Bingham	Fulton	Pritchard
Boland	Fuqua	Risenhoover
Breaux	Goldwater	Rosenthal
Brodhead	Goodling	Rostenkowski
Buchanan	Hansen	Ryan
Burke, Calif.	Harrington	Santini
Burton, Phillip	Harsha	Scheuer
Chisholm	Hawkins	Shipley
Clancy	Hébert	Shriver
Clausen,	Heckler, Mass.	Skubitz
Don H.	Heinz	Snyder
Clay	Hightower	Steiger, Wis.
Cochran	Holland	Stokes
Conlan	Hewe	Taylor, Mo.
Conyers	Jarman	Udall
Daniels,	Jenrette	Ullman
Dominick V.	Jones, Tenn.	Vander Veen
Dellums	Jordan	Wampler
Dent	Kastenmeier	Wiggins
Diggs	Krueger	Wilson, Bob
Drinan	Litton	Wilson,
Duncan, Oreg.	Lott	Charles, Tex.
Early	McCormack	Wirth
Edwards, Calif.	Macdonald	Wolf
Ellberg	Mikva	Wyder
	Milford	Young, Fla.
		Zefteretti

The SPEAKER. On this rollcall 337 Members have recorded their presence by electronic device, a quorum.

By unanimous consent, further proceedings under the call were dispensed with.

PERMISSION FOR COMMITTEE ON ARMED SERVICES AND ALL ITS SUBCOMMITTEES TO SIT TODAY DURING GENERAL DEBATE AND UNDER THE 5-MINUTE RULE

Mr. PRICE. Mr. Speaker, I ask unanimous consent that the Committee on Armed Services and all of its subcommittees be permitted to sit this afternoon on H.R. 3689, the fiscal year 1976 Department of Defense appropriation authorization request, during general debate and under the 5-minute rule.

The SPEAKER. Is there objection to the request of the gentleman from Illinois?

There was no objection.

PERSONAL EXPLANATION OF VOTE ON YOUTH CAMP SAFETY ACT

(Mr. NEAL asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. NEAL. Mr. Speaker, I feel compelled to explain my "no" vote on the Youth Camp Safety Act last Thursday. My mind was so totally engrossed with our problems in Vietnam that I did not study the issue carefully. If I had realized at the time that the act set standards which, if met by the States, would not require Federal intervention, I would have voted "yes." If a conference report comes out along lines similar to the act which passed the House on Thursday, I intend to vote for it.

PERSONAL EXPLANATION

(Mrs. MEYNER asked and was given permission to extend her remarks at this point in the RECORD.)

Mrs. MEYNER. Mr. Speaker, I was unable to be present for rollcall No. 118 on April 14, 1975, a vote on final passage of H.R. 5398. I would like the RECORD to show that, if I had been present, I would have voted "aye" on this measure.

CHANGES IN TRAVEL AND TRANSPORTATION ALLOWANCES FOR GOVERNMENT EMPLOYEES

The SPEAKER. The gentleman from Texas (Mr. Brooks) is recognized for 20 minutes, and the gentleman from New York (Mr. HORTON) will be recognized for 20 minutes.

The Chair recognizes the gentleman from Texas (Mr. Brooks).

Mr. BROOKS. Mr. Speaker, H.R. 4834, the Travel Expense Amendments Act of 1975, is very similar to a bill which overwhelmingly passed the House in the last Congress. That bill was vetoed by the President because it contained an amendment, proposed in the Senate, to increase the travel benefits of disabled veterans when visiting veterans' hospitals or other facilities. That provision has been removed from the bill that is before you today.

Another provision, inserted by the Senate, affected the allowances of Sen-

ators and Senate employees. That provision is not contained in this bill. We believe the Senate will see fit to accept H.R. 4834 as we are presenting it to you today, but if not, we will certainly resist any provisions of this nature.

H.R. 4834 increases the maximum per diem and mileage allowances and reimbursement for actual expenses of Federal employees traveling on official business. In brief, the bill:

First, raises the maximum per diem rate for Federal employees from \$25 to \$35 per day.

Second, raises the maximum actual expense reimbursement from \$40 to \$50 per day. This is to be paid only in unusual circumstances, and in designated high-cost areas.

Third, raises mileage allowances for privately owned automobiles from 12 cents to 20 cents per mile, with corresponding increases for motorcycles and airplanes. Also allows adjustment by the Administrator of General Services, based on periodic determinations of average actual cost of operation of vehicles.

Fourth, for travel outside the continental United States, increases the maximum reimbursement for actual expenses from \$18 to \$21 per day, plus the prescribed locality per diem rate.

Fifth, provides interagency uniformity in the administration of the legislation by centralizing the authority to issue regulations in the Administrator of General Services.

I reiterate that the bill does not make any reference to veterans or to Senators or Senate employees.

This bill is supported by the Office of Management and Budget, the General Services Administration, and the various Federal employee union organizations.

This measure is extremely important to our Federal employees who are bearing the brunt of inflation under ceilings for travel expenses imposed some years ago. We all agree that Federal employees should not have to pay the cost of official travel out of their own pockets.

This is a reasonable bill which will remedy the situation, and provide a measure of uniformity in reimbursements for travel which the Government has not had before.

Mr. HORTON. Mr. Speaker, I yield myself 2 minutes.

(Mr. HORTON asked and was given permission to revise and extend his remarks.)

Mr. HORTON. Mr. Speaker, I rise in support of H.R. 4834, the Travel Expense Amendments Act of 1975.

Many Federal employees have had to subsidize official Government travel out of their own pockets because the per diem and mileage allowances were inadequate. This inequity must be rectified as soon as possible.

The present per diem of \$25 was established in 1969 and the mileage allowance of 12 cents in 1961. Today these rates are grossly inadequate. This bill would raise the per diem to a rate not to exceed \$35 and the automobile mile-

age allowance to a rate not to exceed 20 cents.

Another feature of the bill is that it permits flexibility in travel allowances to meet changing and unusual circumstances. GSA would be given the flexibility to raise the travel allowances up to certain limits to cover increased costs of travel and prevent the inequities of the past from developing in the future.

The bill provides for reimbursement of actual and necessary expenses up to \$50 per day for travel to high cost areas such as New York and San Francisco.

H.R. 4834 has a long legislative history, but the problems encountered earlier have all been worked out. The bill before use today has the full support of the administration, GSA, and the Federal employee unions.

Mr. Speaker, I urge my colleagues to enact this urgently needed legislation to eliminate the inequities in the present law.

The SPEAKER. The question is on the motion offered by the gentleman from Texas (Mr. Brooks) that the House suspend the rules and pass the bill H.R. 4834.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

Mr. BROOKS. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the Senate bill, S. 172, to revise certain provisions of title 5, United States Code, relating to per diem and mileage expenses of Government employees, and for other purposes, a similar bill, and ask for its immediate consideration.

The Clerk read the title of the Senate bill.

The SPEAKER. Is there objection to the request of the gentleman from Texas? There was no objection.

The Clerk read the Senate bill, as follows:

S. 172

An act to revise certain provisions of title 5, United States Code, relating to per diem and mileage expenses of Government employees, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Travel Expenses Amendments Act of 1975".

Sec. 2. (a) Section 5701(2) of title 5, United States Code, is amended to read as follows:

"(2) 'employee' means an individual employed in or under an agency, including an individual employed intermittently in the Government service as an expert or consultant and paid on a daily when-actually-employed basis and an individual serving without pay or at one dollar a year;".

(b) Section 5705 of such title 5 is amended by striking out "or individual" wherever it appears.

Sec. 3. Section 5702 of title 5, United States Code, is amended to read as follows:

"§ 5702. Per diem: employee traveling on official business

"(a) Under regulations prescribed under section 5707 of this title, an employee while traveling on official business away from his designated post of duty or, in the case of an intermittent employee, his home or regular

place of business, is entitled to a per diem allowance for travel inside the continental United States at a rate not to exceed \$35. For travel outside the continental United States, the per diem allowance shall be established by the President, or his designee, for each locality where travel is to be performed. For travel consuming less than a full day, such rates may be allocated proportionately.

"(b) Under regulations prescribed under section 5707 of this title, an employee who, while traveling on official business away from his designated post of duty, becomes incapacitated by illness or injury not due to his own misconduct, is entitled to the per diem allowance and appropriate transportation expenses until such time as he can again travel, and to the per diem allowance and transportation expenses during return travel to his designated post of duty.

"(c) Under regulations prescribed under section 5707 of this title, the Administrator of General Services, or his designee, may prescribe conditions under which an employee may be reimbursed for the actual and necessary expenses of official travel when the per diem allowance would be less than these expenses, except that such reimbursement shall not exceed—

"(1) \$50 for each day in a travel status within the continental United States when the per diem otherwise allowable is determined to be inadequate (A) due to the unusual circumstances of the travel assignment, or (B) for travel to high-rate geographical areas designated as such in regulations prescribed under section 5707 of this title; or

"(2) \$21 for each day in a travel status outside the continental United States plus the locality per diem rate prescribed for such travel.

"(d) This section does not apply to a justice or judge, except to the extent provided by section 456 of title 28."

Sec. 4. (a) Section 5703 of title 5, United States Code, is repealed.

(b) Item 5703 contained in the analysis of subchapter I of chapter 57 of such title is repealed.

Sec. 5. Section 5704 of title 5, United States Code, is amended to read as follows:

"§ 5704. Mileage and related allowances

"(a) Under regulations prescribed under section 5707 of this title, an employee who is engaged on official business for the Government is entitled to—

"(1) 8 cents a mile for the use of a privately owned motorcycle;

"(2) 15 cents a mile for the use of a privately owned automobile; or

"(3) 18 cents a mile for the use of a privately owned airplane,

instead of actual expenses of transportation when that mode of transportation is authorized or approved as more advantageous to the Government. A determination of such advantage is not required when payment on a mileage basis is limited to the cost of travel by common carrier including per diem. Notwithstanding the preceding provisions of this subsection, in any case in which an employee who is engaged on official business for the Government chooses to use a privately owned vehicle when a Government vehicle is readily available, payment on a mileage basis is limited to the cost of travel by such Government vehicle.

"(b) In addition to the mileage allowance authorized under subsection (a) of this section, the employee may be reimbursed for—

"(1) parking fees;

"(2) ferry fees;

"(3) bridge, road, and tunnel costs; and

"(4) airplane landing and tie-down fees."

Sec. 6. Section 5707 of title 5, United States Code, is amended to read as follows:

"§ 5707. Regulations and reports

"(a) The Administrator of General Services shall prescribe regulations necessary for

the administration of this subchapter, except that the Director of the Administrative Office of the United States Courts shall prescribe such regulations with respect to official travel by employees of the judicial branch of the Government. Such regulations shall state the specific rate of the per diem allowance, within the dollar limitations prescribed in the first sentence of section 5702 (a) of this title, and a specific rate of reimbursement for actual and necessary expenses of official travel to each high-rate geographical area under section 5702(c)(1) of this title, to which an employee is entitled.

"(b)(1) The Administrator of General Services, in consultation with the Comptroller General of the United States, the Secretary of Transportation, the Secretary of Defense, and representatives of organizations of employees of the Government, shall conduct periodic investigations of the cost of travel and the operation of privately owned vehicles to employees while engaged on official business, and shall report the results of such investigations to Congress at least once a year. In conducting the investigations, the Administrator shall review and analyze among other factors—

"(A) depreciation of original vehicle cost;

"(B) gasoline and oil (excluding taxes);

"(C) maintenance, accessories, parts, and tires;

"(D) insurance; and

"(E) State and Federal taxes.

"(2) At least once each year, the Administrator shall determine, based upon the results of his investigations, specific figures each rounded to the nearest one-half cent, of the average, actual cost a mile during the period for the use of a privately owned motorcycle, automobile, and airplane. The Administrator shall report such figures to Congress not later than five working days after he makes his determination. Each such report shall be printed in the Federal Register. The cent figures contained in paragraphs (1), (2), and (3) of section 5704(a) of this section, or any adjustments previously made thereto and in effect under that section, shall be adjusted by the Administrator within thirty days following the submission of that report to the figures so determined and reported by him. Those figures shall not be less than the figures in effect under that section immediately after the enactment of the Travel Expense Amendments Act of 1975, nor shall those figures ever be adjusted to figures greater than—

"(A) 11 cents a mile for the use of a privately owned motorcycle;

"(B) 20 cents a mile for the use of a privately owned automobile; and

"(C) 24 cents a mile for the use of a privately owned airplane.

Those adjusted figures shall also be included in the regulations prescribed under this section."

Sec. 7. Item 5707 contained in the analysis of subchapter I of chapter 57 of title 5, United States Code, is amended to read as follows:

"5707. Regulations and reports."

Sec. 8. The seventh paragraph under the heading "ADMINISTRATIVE PROVISIONS" in the Senate appropriation in the Legislative Branch Appropriation Act, 1957 (2 U.S.C. 63b), is amended by striking out "\$25" and "\$40" and inserting in lieu thereof "\$35" and "\$50", respectively.

Sec. 9. Section 506 of the Supplemental Appropriations Act, 1973 (2 U.S.C. 58), is amended—

(1) by striking out "actual transportation expenses incurred by employees" in subsection (a)(8) and inserting in lieu thereof "travel expenses incurred by employees"; and

(2) by striking out subsection (e) and inserting in lieu thereof the following:

"(e) In accordance with regulations pre-

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scribed by the Committee on Rules and Administration, an employee in a Senator's office shall be reimbursed under this section for per diem and actual transportation expenses incurred, or actual travel expenses incurred, only for round trips made by the employee on official business by the nearest usual route between Washington, District of Columbia, and the home State of the Senator involved, and in traveling within the State (other than transportation expenses incurred by an employee assigned to a Senator's office within the State (1) while traveling in the general vicinity of such office, (2) pursuant to a change of assignment within such State, or (3) in commuting between home and office). However, an employee shall not be reimbursed for any per diem expenses or actual travel expenses (other than actual transportation expenses) for any travel occurring during the one hundred twenty days immediately before the date of any primary or general election (whether regular, special, or runoff) in which the Senator, in whose office the employee is employed, is a candidate for public office. Reimbursement of per diem and actual travel expenses shall not exceed the rates established in accordance with the seventh paragraph under the heading 'Administrative Provisions' in the Senate appropriation in the Legislative Branch Appropriation Act, 1967 (2 U.S.C. 68b). No payment shall be made under this section to or on behalf of a newly appointed employee to travel to his place of employment."

SEC. 10. Any increases in expenses of per diem, travel, transportation, mileage, and subsistence incurred during fiscal year 1975 as the result of the enactment of this Act shall be absorbed by the departments, agencies, independent establishments, and other entities of the three branches of the United States Government and the government of the District of Columbia incurring such increases. No amounts shall be appropriated for fiscal year 1975 to pay for such increases.

MOTION OFFERED BY MR. BROOKS

Mr. BROOKS. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. BROOKS moves to strike out all after the enacting clause of S. 173 and insert in lieu thereof the provisions of H.R. 4834, as passed.

The motion was agreed to.

Mr. BROOKS. Mr. Speaker, I yield such time as he may consume to the gentleman from Virginia (Mr. HARRIS).

(Mr. HARRIS asked and was given permission to revise and extend his remarks.)

Mr. HARRIS. Mr. Speaker, the provisions of H.R. 4834 which authorize an increase in the per diem and mileage expenses of Federal employees are just and essential. The current reimbursement rates, set in 1969, must be adjusted to meet 1975 costs.

We cannot let the administration's mismanagement of our economy fall on the backs of our public servants who now have to partially subsidize the cost of doing business for their employer, the Federal Government. Just this week I received the following note from a constituent:

I am urging you to support the bill which will raise the per diem for government workers to \$35. On my last trip to New York City, necessary because that was the only place the class was being offered, my room bill alone, at special federal rates, ran to \$25.61 a day. As I felt the training was necessary, I was not overly upset about paying for some

things on my own, but it is unfair and, in these times, occasionally a burden.

This bill raises the maximum per diem rate from \$25 to \$35. I believe this is completely justified since the cost of food and lodging has increased 25 percent in the last 6 years. Similarly, the bill establishes the maximum actual expense reimbursement at \$50, up \$10 from the 1969 rate of \$40. The maximum mileage allowance for privately owned automobiles under this bill would be 20 cents per mile. Several Government studies substantiate this increase over the 12-cents-per-mile 1969 rate. For example, the Department of Transportation estimates that the cost of operating an automobile today is 15.9 cents per mile.

Finally, H.R. 4834 stipulates that the same provisions regarding per diem allowances will be applicable to all persons traveling on official Government business. And it will reduce Government expenses by utilizing more effective controls over travel costs and provide for simplified and more uniform accounting procedures.

We all know too well the pain of inflation every time we stop at the gas pump or buy our lunch at a restaurant. We cannot ask Federal employees to pay their own way. We cannot ask them to "subsidize" the Federal Government. We cannot ask them to work for us at their expense. I urge my colleagues to join me in voting for this very essential bill.

The Senate bill was ordered to be read a third time, was read the third time and passed, and a motion to reconsider was laid on the table.

A similar House bill (H.R. 4834) was laid on the table.

GENERAL LEAVE

Mr. BROOKS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on the bill just passed.

The SPEAKER. Is there objection to the request of the gentleman from Texas? There was no objection.

NATIONAL HISTORIC PRESERVATION WEEK

Mrs. SCHROEDER. Mr. Speaker, I move to suspend the rules and pass the joint resolution (H.J. Res. 242) to authorize and request the President to issue a proclamation designating the Calendar Week beginning May 12, 1975, as "National Historic Preservation Week."

The Clerk read as follows:

H.J. Res. 242

Whereas the two hundredth anniversary of the founding of this Republic approaches; and

Whereas an indispensable element of the strength, the freedom, and the constructive world leadership of this Nation is the knowledge and appreciation of our origins and history, of who we are, where we are, and how we arrived there; and

Whereas the houses where we have lived, the buildings where we have worked, the streets we have walked for more than three hundred years are as much a part of our heritage as the wisdom of the Founding Fathers and the works of art which succeeding generations of Americans have bequeathed to us; and

Whereas these buildings and places, great and humble, not only are our roots, but are also sources of pride in our past achievements and enrich our lives today; and

Whereas historic preservation today involves much more than period rooms in house museums, but means, rather, that old homes, public buildings, hotels, taverns, theaters, industrial buildings, churches, and commercial structures can be saved and put to contemporary use as living history to be treated with respect and incorporated within our planning as our towns and cities grow to provide the citizens of this Nation with an environment of quality and enduring interest: Now, therefore, be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President is authorized and requested to issue a proclamation—

(1) designating the calendar week beginning May 12, 1975, as "National Historic Preservation Week"; and

(2) urging Federal, State, and local government agencies, as well as citizens and private organizations, especially the preservation organizations, historical societies, and related groups, to observe that week with educational efforts, ceremonies, and other appropriate activities which—

(a) are designed to call public attention to the urgent need to have our historic landmarks for the enjoyment and edification of the citizens of this Nation, present and future; and

(b) will demonstrate lasting respect for this unique heritage.

The SPEAKER. Is a second demanded?

Mr. DERWINSKI. Mr. Speaker, I demand a second.

The SPEAKER. Without objection, a second will be considered as ordered.

There was no objection.

The SPEAKER. The gentlewoman from Colorado and the gentleman from Illinois will be recognized for 20 minutes each.

The Chair recognizes the gentlewoman from Colorado (Mrs. SCHROEDER).

(Mrs. SCHROEDER asked and was given permission to revise and extend her remarks.)

Mrs. SCHROEDER. Mr. Speaker, in bringing this proposal for a commemorative period to the floor, I am most pleased to report that the Post Office and Civil Service Committee last Thursday adopted criteria which will enable the Congress to handle commemorative legislation in a much more meaningful way.

The basic outline of the adopted criteria is that the committee will consider this type of legislation only twice each year—during the months of March and September—and will consider only those proposals concerning individuals, groups, and events with national appeal and significance, which shall be demonstrated by their potential to receive serious consideration as a national holiday and further, by written endorsement of a majority of the Members of the House.

Within the next few days each Member of Congress will receive a letter explaining in fuller detail what the new procedures will mean, but essentially, we have tried to restore commemorative days to their original purpose of giving national recognition to a life or event which is nationally significant, but which

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fails to meet the standards for approval as a legal national holiday.

Frankly, National Historic Preservation Week would probably not meet the newly adopted criteria. But it was a bill which was on our committee calendar for almost 1 month before we took action last Thursday, and it was felt that we should go forward with this bill.

Additionally, with the Bicentennial upon us, I believe that this bill is particularly appropriate, and I favor its approval.

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

(Mr. DERWINSKI asked and was given permission to revise and extend his remarks.)

Mr. DERWINSKI. Mr. Speaker, House Joint Resolution 242, to authorize and request the President to issue a proclamation designating the calendar week beginning May 12, 1975 as "National Historic Preservation Week," was unanimously approved by the Committee on Post Office and Civil Service on April 17, 1975.

This resolution is, in my opinion, most timely, inasmuch as we are approaching the 200th anniversary of the founding of this Republic.

Old homes, public buildings, hotels, taverns, theaters, industrial buildings, churches, and commercial structures are not only part of our heritage which previous generations have bequeathed to us, but are also sources of pride in our past achievements and do much to enrich our lives today.

House Joint Resolution 242 would urge Federal, State, and local governments, as well as private citizens, historical societies, and related groups, to observe that work with educational efforts, ceremonies, and other appropriate activities which will call public attention to the urgent need to preserve our historic landmarks for the edification and enjoyment of the citizens of this Nation, present and future.

I trust this resolution will have the unanimous approval of my colleagues.

Mr. Speaker, I yield such time as he may consume to the gentleman from California (Mr. ROUSSELOT).

(Mr. ROUSSELOT asked and was given permission to revise and extend his remarks.)

Mr. ROUSSELOT. Mr. Speaker, I rise in support of this joint resolution. I think, more importantly, the House can now realize that we have at least, as the gentlewoman from Colorado (Mrs. SCHROEDER) has said, adopted a proper procedure for handling commemorative days. Whereas in the past there have been anywhere from 700 to 1,000 presented to the Congress each year, and just favored resolutions of the leadership came to the floor, we have tried to establish a procedure to make sure that these type of commemorative resolutions actually have purpose and genuine national scope. A substantial number of the Members of the House, will now be required to endorse such a resolution before we take it up every 6 months. This in my opinion is a step in the right direction. So I am pleased that our chairman of the subcommittee has mentioned, we finally have positive criteria. We wish

to inform the House of our strong intention to make sure that we no longer engage in what in the past have been known as frivolous commemorative dates.

Mr. HENDERSON. Mr. Speaker, I rise in support of House Joint Resolution 242, designating the week of May 12, 1975, as "National Historic Preservation Week."

Our committee on Post Office and Civil Service felt this resolution to be of interest and importance to our Nation and ordered it reported by a unanimous voice vote.

A similar resolution was passed by both the House and Senate in 1973, and enacted into law by the President on May 5, 1973—Public Law 93-30.

A second National Historic Preservation Week observance occurred during the week of May 6 to 12, 1974, under the sponsorship of the National Trust for Historic Preservation in the United States, but without the benefit of a congressional designation of Presidential proclamation. I commend this outstanding organization for their leadership in acting when the Congress and the President failed to do so.

The committee feels that preservation of sites, buildings, and objects of national significance or interest is a vital component in our efforts for reawakening the spirit of America. Millions of our concerned citizens, I feel, would be greatly encouraged by passage of this resolution in the efforts to retain our landmarks as a means of demonstrating respect for our Nation's history.

The committee notes that with the Bicentennial approaching, it would be particularly appropriate to pass this resolution of our unique heritage.

The committee believes that enactment of this resolution would emphasize the desirability for Federal, State, and local government agencies, as well as for citizens and private organizations—to observe national historic preservation week with educational efforts and other appropriate ceremonies. Therefore, we would call public attention to the urgent need to have our historic landmarks preserved for the enjoyment and edification of all citizens of this Nation—present and future.

Accordingly, I feel this resolution is meritorious and should be adopted by the House.

At this time, I would also like to comment the gentlewoman from Colorado, who chairs our Subcommittee on Census and Population, which has jurisdiction over holidays and celebrations. Under her leadership, the committee has adopted a policy, which she has just explained, relating to committee consideration of these types of resolutions. I believe the policy to be feasible, as well as equitable, and most important, it will result in a minimum effort and resources on our part, so that the Congress will be able to devote its time to matters of much greater importance.

The SPEAKER. The question is on the motion offered by the gentlewoman from Colorado (Mrs. SCHROEDER) that the House suspend the rules and pass the joint resolution, House Joint Resolution 242.

The question was taken; and (two-

thirds having voted in favor thereof) the rules were suspended and the joint resolution was passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mrs. SCHROEDER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks, and to include extraneous matter, on the joint resolution (H. J. Res. 242) just passed.

The SPEAKER. Is there objection to the request of the gentlewoman from Colorado?

There was no objection.

HIGHWAY PROJECTS IN NEW YORK, VERMONT, AND CONNECTICUT

Mr. HOWARD. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3787) to amend section 109 of title 23, United States Code, relating to the preparation of certain statements on highway projects in the States of New York, Vermont, and Connecticut, as amended.

The Clerk read as follows:

H.R. 3787

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That subsection (h) of section 109 of title 23, United States Code, is amended by adding at the end thereof the following: "Any detailed statement required by section 102(2)(C) of the National Environmental Policy Act of 1969 for any Federal-aid highway project in the States of New York, Vermont, and Connecticut which was prepared by the State on or after January 1, 1970, and which after analysis and evaluation has been adopted or is hereafter adopted by the Secretary of Transportation shall be deemed a statement prepared by the Secretary of Transportation for the purposes of the National Environmental Policy Act of 1969."

The SPEAKER. Is a second demanded?

Mr. FORSYTHE. Mr. Speaker, I demand a second.

The SPEAKER. Without objection, a second will be considered as ordered.

There was no objection.

The SPEAKER. The gentleman from New Jersey (Mr. HOWARD) will be recognized for 20 minutes, and the gentleman from New Jersey (Mr. FORSYTHE) will be recognized for 20 minutes.

The Clerk now recognizes the gentleman from New Jersey (Mr. HOWARD).

(Mr. HOWARD asked and was given permission to revise and extend his remarks.)

Mr. HOWARD. Mr. Speaker, over the past few months, the Nation has been experiencing unemployment to a degree reminiscent of the 1930's. There are now 8 million Americans out of work, and there is every indication that the situation will get worse before it gets better; 731,000 construction workers were unable to find work during the month of March.

In an effort to alleviate the unemployment situation, the President on February 12, ordered the release of \$2 billion in impounded highway construction funds, thereby raising the overall program level to \$6.6 billion for fiscal