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LYNDON BAINES JOHNSON MEMORIAL GROVE
NATIONAL VISITOR CENTER FACILITIES ACT
AMENDMENT

TO PROVIDE BETTER FACILITIES FOR THE ENFORCE-
MENT OF CUSTOMS AND IMMIGRATION LAWS

GERALD R. FORD FEDERAL OFFICE BUILDING

GOVERNMENT

Storage

(93-31)

JUN 28 1974

HEARING

BEFORE THE

THE LIBRARY
KANSAS STATE UNIVERSITY

SUBCOMMITTEE ON

PUBLIC BUILDINGS AND GROUNDS

OF THE

COMMITTEE ON PUBLIC WORKS

HOUSE OF REPRESENTATIVES

NINETY-THIRD CONGRESS

FIRST SESSION

ON

H.J. Res. 841 and H.J. Res. 842

TO PROVIDE FOR THE ESTABLISHMENT OF THE LYNDON BAINES
JOHNSON MEMORIAL GROVE ON THE POTOMAC

H.R. 11763

TO AMEND THE NATIONAL VISITOR CENTER FACILITIES ACT OF
1968 TO FACILITATE THE CONSTRUCTION OF AN INTERCITY BUS
TERMINAL

H.R. 10044

TO INCREASE THE AMOUNT AUTHORIZED TO BE EXPENDED TO
PROVIDE FACILITIES ALONG THE BORDER FOR THE ENFORCEMENT
OF THE CUSTOMS AND IMMIGRATION LAWS

H.R. 11897

TO NAME THE U.S. COURTHOUSE AND FEDERAL OFFICE BUILDING
AT GRAND RAPIDS, MICHIGAN, THE "GERALD R. FORD FEDERAL
OFFICE BUILDING"

DECEMBER 12, 1973

Printed for the use of the Committee on Public Works

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LYNDON BAINES JOHNSON MEMORIAL GROVE

WEDNESDAY, DECEMBER 12, 1973

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON PUBLIC BUILDINGS AND GROUNDS
OF THE COMMITTEE ON PUBLIC WORKS,
Washington, D.C.

The subcommittee convened at 2:05 p.m., pursuant to notice, in room 2253, Rayburn House Office Building, Hon. Kenneth J. Gray (chairman) presiding.

Mr. GRAY. The Subcommittee on Public Buildings and Grounds will please come to order.

I want to thank my colleagues on the subcommittee for being here today, and welcome our distinguished guests. We will proceed with House Joint Resolution 841 and House Joint Resolution 842.

[Bills referred to follow:]

(1)

93^d CONGRESS
1ST SESSION

H. J. RES. 841

IN THE HOUSE OF REPRESENTATIVES

DECEMBER 3, 1973

Mr. PICKLE (for himself, Mr. O'NEILL, Mr. McFALL, Mr. GERALD R. FORD, Mr. ANDERSON of Illinois, Mr. ARENDS, Mrs. BOGGS, Mr. BLATNIK, Mr. PATMAN, Mr. MAHON, and Mr. GRAY) introduced the following joint resolution; which was referred to the Committee on Public Works

JOINT RESOLUTION

To provide for the establishment of the Lyndon Baines Johnson
Memorial Grove on the Potomac.

Whereas friends and admirers of the late President Lyndon Baines Johnson wish to pay tribute to him by developing a living memorial in the form of a Lyndon Baines Johnson Memorial Grove on the Potomac and have formed a committee, in cooperation with the Society for a More Beautiful National Capital, Incorporated, a nonprofit corporation established under the laws of the District of Columbia on April 21, 1965, to that end;

- 1 *Resolved by the Senate and House of Representatives*
- 2 *of the United States of America in Congress assembled,*
- 3 That the Secretary of Interior is authorized to cooperate
- 4 with the Committee for a Lyndon Baines Johnson Memorial

1 Grove on the Potomac and the Society for a More Beautiful
2 National Capital, Incorporated, in developing an appropriate
3 memorial in the form of a living grove of trees and related
4 facilities to honor Lyndon Baines Johnson, the thirty-sixth
5 President of the United States.

6 SEC. 2. The grove shall be located on a portion of the
7 land designated by the Secretary of the Interior on Novem-
8 ber 12, 1968, as Lady Bird Johnson Park, Washington, Dis-
9 trict of Columbia. The design of the grove shall be subject
10 to the approval of the National Capital Planning Commis-
11 sion and the Commission of Fine Arts.

93^d CONGRESS
1st SESSION

H. J. RES. 842

IN THE HOUSE OF REPRESENTATIVES

DECEMBER 3, 1973

Mr. PATMAN (for himself, Mr. MAHON, Mr. POAGE, Mr. FISHER, Mr. TEAGUE of Texas, Mr. BURLISON of Texas, Mr. BROOKS, Mr. WRIGHT, Mr. YOUNG of Texas, Mr. ROBERTS, Mr. GONZALEZ, Mr. CASEY of Texas, Mr. PICKLE, Mr. WHITE, Mr. KAZEN, Mr. DE LA GARZA, Mr. MILFORD, Mr. ECKHARDT, Miss JORDAN, Mr. CHARLES WILSON of Texas, Mr. ARCHER, Mr. COLLINS of Texas, Mr. PRICE of Texas and Mr. STEELMAN) introduced the following resolution; which was referred to the Committee on Public Works

JOINT RESOLUTION

To provide for the establishment of the Lyndon Baines Johnson
Memorial Grove on the Potomac.

Whereas friends and admirers of the late President Lyndon Baines Johnson wish to pay tribute to him by developing a living memorial in the form of a Lyndon Baines Johnson Memorial Grove on the Potomac and have formed a committee, in cooperation with The Society for a More Beautiful National Capital, Incorporated, a nonprofit corporation established under the laws of the District of Columbia on April 21, 1965, to that end;

- 1 *Resolved by the Senate and House of Representatives*
- 2 *of the United States of America in Congress assembled,*

1 That the Secretary of the Interior is authorized to co-
2 operate with the Committee for a Lyndon Baines Johnson
3 Memorial Grove on the Potomac and The Society for a More
4 Beautiful National Capital, Incorporated, in developing an
5 appropriate memorial in the form of a living grove of trees
6 and related facilities to honor Lyndon Baines Johnson, the
7 thirty-sixth President of the United States.

8 SEC. 2. The grove shall be located on a portion of the
9 land designated by the Secretary of the Interior on Novem-
10 ber 12, 1968, as Lady Bird Johnson Park, Washington,
11 District of Columbia. The design of the grove shall be subject
12 to the approval of the National Capital Planning Commission
13 and the Commission of Fine Arts.

We have a number of distinguished witnesses who would like to address us. I would first like to call on our great friend and outstanding colleague, and the present author of the House Joint Resolution bill before us today, the gentleman from Texas, Mr. Pickle, and we are always delighted to see you. Please come forward.

Mr. PICKLE. Thank you, Mr. Chairman.

Mr. GRAY. You may proceed in your own fashion.

STATEMENT OF HON. J. J. PICKLE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. PICKLE. Thank you, Mr. Chairman.

Members of the committee, it is a pleasure to appear before those who represent the leadership on both sides of the aisle to testify in favor of House Joint Resolution 841, providing for the establishment of the Lyndon Baines Johnson Memorial Grove on the Potomac, which I sponsored along with 10 other Congressmen, and House Joint Resolution 842 introduced by Representative Patman, which is cosponsored by the entire Texas delegation, also providing for the Lyndon Baines Johnson Memorial Grove on the Potomac.

It is a particular pleasure wholeheartedly to recommend this legislation to you both as a fitting tribute and a living memorial to one of our great Presidents, and further to sponsor a memorial that will involve the expenditure of no public money.

It is proposed that the Lyndon Baines Johnson Memorial Grove on the Potomac be established on land already owned by the Department of the Interior and dedicated as Lady Bird Johnson Park.

Approximately 15 acres of this land will be planted with 500 towering white pine trees, green the year-around and native to this part of the country. Also included will be azalea and rhododendron to provide vivid color in the spring and both pink and white dogwood to give color contrast in the autumn as well as the spring. Walkways will be planned to insure maximum enjoyment of the grounds. The design of the grove has already won the enthusiastic approval of the Washington Fine Arts Commission and the National Parks Service.

All of these plans for the design of the grove, plus the responsibility of raising the money for the grove is being handled by the Committee for the Lyndon Baines Johnson Memorial Grove on the Potomac. Mrs. Lyndon Johnson is working closely with the committee and has given the memorial grove her approval.

The Committee for the Lyndon Baines Johnson Memorial Grove on the Potomac will obtain the funds through contributions to the Society for a More Beautiful National Capital, Inc., a nonprofit corporation already established under the laws of the District of Columbia, contributions to which are tax deductible.

The reason for using the society is that it already has tax exempt status and therefore might eliminate months of delay in obtaining this status for a newly named organization from the Internal Revenue Service. It is anticipated that there will be many small donations so that many people who want to help in this tribute to a great President can have a part in the memorial.

This is a utilitarian memorial that can be used and enjoyed by everyone and thus reminds the Nation of the unprecedented contributions made by President Johnson in the environmental area.

The following is a list of some of the environmental legislation that was passed and signed by President Johnson during the 89th and 90th Congresses.

Mr. Chairman, I would like the consent of the Chair to have this list of various measures included in the record.

Mr. GRAY. Without objection, it will be printed at this point in the record.

[The measures referred to follow:]

ENVIRONMENTAL LEGISLATION PASSED AND SIGNED BY PRESIDENT LYNDON BAINES JOHNSON, 89TH AND 90TH CONGRESSES

- Public Law 89-4.—Appalachian Regional Development Act, to regulate surface mining operations and reclaim damaged lands.
- Public Law 89-72.—Recognizes recreation as a purpose of Federal Water Projects.
- Public Law 89-80.—Water Resources Planning Act to establish the Federal Water Resources Council and establish regional river basin commissions.
- Public Law 89-118.—Provides for research on practical ways to desalt sea water.
- Public Law 89-195.—Creates a national seashore accessible to one-fifth of the Nation's Atlantic coast population.
- Public Law 89-232.—Effects of Pesticides on Fish and Wildlife, to authorize funds for research.
- Public Law 89-234.—Water Quality Act of 1965, to establish state standards based on Federally promulgated criteria.
- Public Law 89-272.—Amendments to Clean Air Act, to establish automobile emission standards and authorize research and development in solid wastes disposal.
- Public Law 89-285.—Highway Beautification Act, concerning junkyards, and landscaping of areas adjacent to highways.
- Public Law 89-454.—Marine Resources and Engineering Development Act regarding Federal oceanographic activities established the National Council on Marine Resources and Engineering Development and the 15-member Commission on Marine Science, Engineering and Resources.
- Public Law 89-669.—Endangered Species Act to protect 35 species of mammals and 30-40 species of birds.
- Public Law 89-675.—Amendments to Clean Air Act, expanding grants to local control programs.
- Public Law 89-688.—Sea Grant Colleges, to promote the development of marine resources.
- Public Law 89-701.—Fish Protein Concentrate, to authorize research and development on fish flour.
- Public Law 89-753.—Clean Waters Restoration Act to provide matching grants to local governments up to \$1¼ billion in 1971 for treatment plant construction.
- Reorganization Plan No. 2 of 1965 to establish the Environmental Science Services Administration.¹
- Reorganization Plan No. 2 of 1966 to transfer the Federal Water Pollution Control Administration from the Department of Health, Education, and Welfare to the Department of the Interior.¹
- Public Law 90-148.—Air Quality Act of 1967, to expand grants to control programs, to promulgate Federal ambient air quality criteria by which the states would establish standards, require the Secretary of the Department of Health, Education, and Welfare to designate air quality regions, publish information on control techniques, and enforce established standards.
- Public Law 90-205.—Extending the wetlands acquisition program for 5 years.

¹ Reorganization proposals initiated by the executive branch become law unless they are specifically overruled by Congress (5 U.S.C. 901 et. seq.).

- Public Law 90-271, Public Law 90-138, Public Law 90-532, Public Law 90-548.—These acts added four major areas to the National Wilderness Preservation System.
- Public Law 90-401.—Land and Water Conservation Fund to finance the acquisition of parks and recreation areas including revenues from continental shelf oil and gas leases.
- Public Law 90-411.—Aircraft Noise, to authorize the FAA to set aircraft noise and sonic boom standards.
- Public Law 90-419.—Great Lakes Compact, to study and make recommendations on a nationwide system of estuarine areas.
- Public Law 90-454.—Estuaries Preservation, to require a report and recommendations on a nationwide system of estuarine areas.
- Public Law 90-488.—Amendments to Consolidated Farmers Home Administration Act for water and sewer grants, and outdoor recreational enterprises.
- Public Law 90-515.—National Water Commission established to make a non-Federal comprehensive survey of water resource problems.
- Public Law 90-537.—Colorado River Project, to authorize construction of Central Arizona Project and related developments for comprehensive water resources.
- Public Law 90-542.—Wild and Scenic Rivers System.
- Public Law 90-543. National Trails System.
- Public Law 90-544.—Establishment of a 505,000-acre North Cascades National Park in Washington.
- Public Law 90-545.—Redwood National Park to set aside a 58,000 acre area previously privately owned in Northern California.

Mr. PICKLE. It is appropriate that this type of living memorial be made to Lyndon Baines Johnson in Lady Byrd Johnson National Park, for throughout their marriage they acted as a unique team in their devotion to the public interest.

Mrs. Johnson will always be remembered as a genuinely gracious First Lady who launched our country on the program to "Beautify America."

In the spring of each year, when the narcissus and daffodils, early harbingers of a new life, bloom and flourish, when the thousands of tulips raise their colorful heads above the ground, when the dogwood and the azaleas burst forth in their multicolored brilliance—especially in Washington, D.C., and elsewhere through the land—people will say again, "thank you, Lady Bird."

Thus, this undertaking serves a dual purpose of a memorial to L. B. J. and to Lady Bird Johnson, too.

It is also appropriate that this grove be located within the city limits of Washington, D.C., a place where Lyndon Baines Johnson served his State and Nation with such distinction as a Congressman, Senator, Vice President, and President.

The proposal has the support of the leadership on both sides of the aisle, of the National Park Service, the Washington Fine Arts Commission, and the Department of the Interior.

This resolution is very simple, providing the legal framework to authorize the memorial and not committing any public funds to the project. I recommend it for your consideration.

I will be happy to answer or discuss any comments or questions you may have.

Mr. GRAY. Well, thank you very much for a very fine statement, with your usual eloquence, and also your statement's very colorful comments talking about the springtime.

Mr. PICKLE. When the flowers bloom.

Mr. GRAY. I want to commend you, Mr. Pickle, for being the prime mover behind this. You certainly deserve the recognition. I also feel

that President Lyndon Baines Johnson contributed an awful lot to this country.

We could just run the gauntlet from education on up. And if this is what his family wants as a national monument, I certainly, as one member of the committee, wholeheartedly support the joint resolution.

I feel he deserves even more, and if this is the beginning of something that subsequently Congress would even be more inclined to appropriate, why, I certainly recommend that Congress back any particular bill for an L. B. J. memorial.

Mr. PICKLE. Mr. Chairman, may I comment on your statement. I appreciate very much that this committee would gather to hear this testimony.

I know it is late in the year, and it is some inconvenience that the members came out, but I appreciate that we are moving forward.

I want to make it plain I am not the originator of the original bill. This comes from friends who were very close to the President and Mrs. Johnson, and they advanced the idea. The Department of the Interior also thought that this would be a good memorial.

I am helping in the initiation of the legislation here, and happy to be working on the project.

Mr. GRAY. My friend is very modest, and I had reference to the congressional mover.

Mr. PICKLE. Yes; we do not say this is the national memorial, because who knows what the years ahead might bring; but this is a project that could be incorporated in with the Lady Bird Park. It will be at no expense.

It is a matter of beautifying and really providing a living memorial for our times.

Mr. GRAY. I appreciate the gentleman's comments, and I want to ask that explicit question, not that I would be for public funds for this purpose, but as we see House Joint Resolutions 841 and 842, it would not call for the expenditures of any taxpayer funds; and have you made any estimate at all as to how much this would cost?

Do you have any figures?

Mr. PICKLE. Yes. It is my understanding that the grove committee thinks that they will need a fund in the neighborhood of around \$2 million to provide the trees and planting and transplanting of them. It will also provide enough funds to provide a little mound that would be raised in the 15-acre park, so you might have some elevation to see the city across the river; but it would only be approximately \$2 million, and a good portion of that fund has generally been committed already.

We are looking for official approval to go forward.

Mr. GRAY. You are stating to this committee that in your discussions with the donors, you anticipate no difficulty at all in raising the funds, and therefore this would not be a situation where we start and then have to come back to Congress to finish.

You do not see that as such?

Mr. PICKLE. Mr. Laurence Rockefeller, more or less, has headed the committee to bring people together, and they have already formed a national committee, which is in process. I think they are substantial people who will see that this project goes through, but also will open

it up to anyone who wants to make a small donation or any kind of a donation.

So I do not anticipate any problem at all in the raising of the funds.

Mr. GRAY. Fine. I appreciate that.

Any questions at all?

[No response.]

Mr. GRAY. Then, I thank you very much, Mr. Pickle, for a very fine statement.

Our next distinguished witness is our great friend and the outstanding chairman of the House Committee on Appropriations, the distinguished gentleman from Texas, Mr. Mahon.

Mr. Mahon, we are always glad to see you, and you may come forward.

STATEMENT OF HON. GEORGE H. MAHON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. MAHON. Thank you very much, Mr. Chairman.

All members of the Texas delegation are very much interested in the resolution which you have referred to.

I want the record to reflect my own special interest.

Mr. Chairman, I am pleased to be one of the cosponsors of House Joint Resolution 841 providing for the establishment of the Lyndon Baines Johnson Memorial Grove on the Potomac. As a further indication of my great interest in this project, I am appearing today for the purpose of presenting to you a statement in support of the proposed measure.

Many of us who were friends of Lyndon Johnson feel that the memorial grove is a very suitable way to pay honor to the memory of the former President. Few men in American history have left such an imprint as Lyndon Johnson. He will continue to live in the programs and policies for human betterment which he espoused during his long and distinguished career.

He loved the wide open spaces, the hill country of his native Texas, the trees and growing things which adorn every area of our land. I think the memorial grove on the Potomac adjacent to the Nation's Capital is a splendid idea, and he would have been delighted that it is receiving such wide acceptance.

It's appropriate that the grove would be located on a portion of the Lady Bird Johnson Park. For about the last 35 years, until they returned to Texas, Lyndon and Lady Bird Johnson not only lived in Washington, but worked together here to make America a better place.

I feel that your committee, Mr. Chairman, will support the pending measure and I am honored to have the opportunity of expressing these views on behalf of House Joint Resolution 841.

Mr. GRAY. Thank you, Mr. Mahon. We have as our next witness my good friend from Texas, the very distinguished gentleman, Mr. White. Would you please come forward?

STATEMENT OF HON. RICHARD C. WHITE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. WHITE. Thank you, Mr. Chairman.

This is very probably the easiest and least controversial decision this committee will ever have to make regarding a Presidential memorial.

The proposed Lyndon Baines Johnson Memorial Grove on the Potomac has already been enthusiastically endorsed publicly by many organizations and private citizens, and opposed by none.

It will be a thing of living and lasting beauty memorializing a President who will always be remembered for his bold and effective moves in behalf of conservation and ecology.

It is fitting that it will provide an inspirational and restful pause for the many people who will enjoy its rustic beauty, because it will be financed by donations from the general public. It is also fitting that it is to be located in Lady Bird Johnson Park. I think that no other site would be more acceptable.

This is a new and unique concept for a Presidential memorial, one which will prove one of the Capital's finest assets, and a shrine to conservation and ecology.

I urge its unanimous approval by the committee.

Thank you.

Mr. GRAY. We are always delighted to see you and appreciate your statement.

Mr. WHITE. Any consideration that can be given by this committee would be appreciated.

Mr. GRAY. Thank you, Mr. White.

Next, our colleague, the distinguished Mr. Wright Patman.

STATEMENT OF HON. WRIGHT PATMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. PATMAN. Mr. Chairman, I am deeply grateful to you and the members of this subcommittee for so promptly initiating hearings on H.J. Res. 842 to honor our 36th President by establishing a Lyndon Baines Johnson Memorial Grove in Lady Bird Johnson Park here in the Nation's Capital. This subcommittee has done much to beautify the city of Washington, and I feel that this living memorial to one of our greatest American Presidents will be a wonderful addition to the many splendid sights of the District of Columbia.

Mr. Chairman, L. B. J. was a vigorous and powerful man—bigger than life—who wanted greatness for his Nation, justice for his people, and peace for all mankind. It is eminently fitting, therefore, that his friends have chosen to honor such a vital and energetic leader with a living and moving grove of trees that will forever sway in the Potomac breezes. Such a monument is not only appropriate, but the trees of the L. B. J. Memorial Grove will offer a pleasant contrast to the many monuments of stone and bronze that grace the proud vistas of our Capital. Those who have conceived this memorial have selected well and I urge this subcommittee to ratify the plan that has been submitted.

In honoring our late President, we also honor his remarkable wife whose leadership in conservation and beautification work as the vibrant and compassionate First Lady of the Land deserve high praise and grateful thanks. The Lyndon Baines Johnson Memorial Grove and

the Lady Bird Johnson Park will be continuing reminders of the love and devotion which two great Americans lavished on our Nation to the benefit of all our people.

Mr. Chairman, we owe a tremendous debt to Lyndon and Lady Bird Johnson and it is my fervent hope that House Joint Resolution 842 will be enacted soon so that work on the project can be completed in time for the 200th Anniversary of American Independence in 1976. We will undoubtedly have millions of visitors to Washington for the bicentennial and I believe that many will want to pause for a few moments in the quiet L. B. J. Memorial Grove to pay their respects to a great President and his loyal and devoted wife who dedicated their entire life to building a better America.

Thank you again, Mr. Chairman, for your prompt attention to this legislation.

Mr. GRAY. Thank you, Mr. Patman. Next, our colleague, the honorable Ray Roberts.

STATEMENT OF HON. RAY ROBERTS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. ROBERTS. Mr. Chairman, I thank the distinguished members of this committee for giving me this opportunity to speak in support of House Joint Resolution 842, to provide for the establishment of the Lyndon Baines Johnson Memorial Grove on the Potomac.

This proposed memorial honoring the memory of President Lyndon Johnson is a particularly appropriate one. A living grove of trees in Lady Bird Johnson Park would, I believe, give our late President great satisfaction.

Lyndon Johnson loved the land. He loved living and growing things. As his friend for many years, I knew that his happiest moments were relaxing at home at his beloved L. B. J. Ranch, on the banks of the Pedernales River.

His Presidency was marked by many landmark accomplishments, because he set for himself the difficult goals of eliminating second-class citizenship, second-quality opportunity, second-hand justice, and second-place status for this Nation and its people. He established these goals for himself, and he had the self-confidence, drive, and ability to achieve them.

One of his great interests was the enhancement of this Nation's natural resources and the beautification of the land. Through the leadership and inspiration of President and Mrs. Johnson, many beautification projects were started and completed throughout the Nation, and particularly in the Nation's Capital.

It is, therefore, altogether fitting that the Committee for a Lyndon Baines Johnson Memorial Grove on the Potomac join with the Society for a More Beautiful National Capital, Inc., to develop this memorial to President Johnson.

I urge favorable action by this distinguished committee on House Joint Resolution 842.

Mr. GRAY. Thank you, Mr. Roberts. Next, Representative Olin Teague.

**STATEMENT OF HON. OLIN E. TEAGUE, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF TEXAS**

Mr. TEAGUE. Mr. Chairman, it is a privilege to address this subcommittee on House Joint Resolution 842 of which I am one of the cosponsors. The resolution begins with, "Whereas friends and admirers of the late President Lyndon Baines Johnson wish to pay tribute * * *" As an admirer of the late President I believe the establishment of this memorial is without a doubt, fitting. Not only am I an admirer of L. B. J., I was fortunate to be called his friend.

History will not record the fact that Tiger Teague was President Johnson's friend. I hope his committee realizes that the establishment of this memorial in his honor was not done because he had numerous "friends and admirers." The establishment of this memorial grove will be done because he led this country through times of crisis and he led us well.

It is fitting that the grove will be located in Lady Bird Johnson Park; they spent their lives in partnership, two great people, doing great things for others. Let us now provide a memorial to that greatness.

President Johnson was a man who loved the great outdoors and a memorial grove on the Potomac would, I think, please him.

I ask this committee's unanimous approval of House Joint Resolution 842.

Thank you.

Mr. GRAY. Thank you, Mr. Teague. Next, Representative Bob Price.

**STATEMENT OF HON. BOB PRICE, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF TEXAS**

Mr. PRICE. Mr. Chairman, it is a pleasure to be a cosponsor of this legislation which will provide for the Lyndon Baines Johnson Memorial Grove on the Potomac, on property already known to many appreciative Americans as Lady Bird Johnson Park. This park will be a fitting memorial to a President who contributed greatly to the nationwide campaign to beautify our country.

Not only is this living memorial appropriate because of the nature of the tribute, but because in a time of increased spending by Congress, this bill will not require the use of public funds. The funds for the grove will be obtained through contributions to the Society for a More Beautiful National Capital, Inc., a nonprofit organization to which gifts are tax deductible.

It is also appropriate that this grove will be located in our Capital so that visitors from all areas will have the opportunity to remember a man who served the Nation in four elected offices at the Federal level. The location of the grove in Lady Bird Park is especially meaningful as we remember the extremely close relationship between President Johnson and Lady Bird as they worked together as a team. I urge the committee's favorable recommendation.

Mr. GRAY. Our next witness is the very, very capable Deputy Assistant Secretary for the Department of the Interior, Mr. Doug Wheeler.

Mr. Wheeler, we are always delighted to see you, and please come, forward.

STATEMENT OF HON. DOUGLAS P. WHEELER, DEPUTY ASSISTANT SECRETARY FOR FISH AND WILDLIFE AND PARKS, DEPARTMENT OF THE INTERIOR; ACCOMPANIED BY JACK FISH, DIRECTOR, NATIONAL CAPITAL PARKS; JIM GROSS, DIRECTOR, NATIONAL VISITOR CENTER; AND LARS HANSLIN, OFFICE OF THE SOLICITOR, DEPARTMENT OF THE INTERIOR

Mr. WHEELER. Thank you, Mr. Chairman.

I appreciate the opportunity to present the Department of the Interior's views on House Joint Resolutions 841 and 842.

These are identical joint resolutions authorizing the Secretary of the Interior to cooperate with two nonprofit associations—the Committee for a Lyndon Baines Johnson Memorial Grove on the Potomac, and the Society for a More Beautiful National Capital, Inc.—in developing a memorial to honor of Lyndon Baines Johnson, the 36th President of the United States.

The memorial would be in the form of a living grove of trees and related facilities located in Lady Bird Johnson Park adjacent to the Potomac River here in the District of Columbia. The design of the grove would be subject to the approval of the National Capital Planning Commission and the Commission of Fine Arts.

Although the Congress authorized the establishment of the Lyndon B. Johnson National Historic Site, Tex., on December 2, 1969, no memorial to the late President exists in the Nation's Capital.

Mindful of his strong interest in conservation and urban beautification, we believe a grove of living trees dedicated to his memory would make a fitting memorial to the 36th President.

The Committee for a Lyndon Baines Johnson Memorial Grove on the Potomac has recently been organized to raise funds for this project. An architectural concept, embodying a grove of trees, walkways, and a small parking lot, has already been approved by the Commission of Fine Arts and the National Capital Planning Commission.

It is anticipated that the memorial facility will cost approximately \$1.5 million to develop and \$75,000 per year to maintain. The two organizations referred to in the joint resolutions plan to donate the amount needed for development, as well as establish a \$500,000 fund to defray maintenance costs.

We understand that fund raising will commence in 1974.

Mr. Chairman, our departmental report recommends the enactment of either joint resolution, if amended in certain respects:

First, we recommend a clarifying amendment to assure that the Secretary of the Interior has the opportunity to approve the design; and

Second, we propose language that would give the organizations a definite period of 10 years in which to raise the necessary funds and clarify the intent that the memorial will be developed at no expense to the United States.

These amendments are offered to conform the provisions of the joint resolutions to other similar measures providing for memorials on parklands in the District of Columbia.

This concludes my prepared remarks, Mr. Chairman.

I would be pleased to answer any questions you or members of the committee may have.

Mr. GRAY. Thank you very much for a very fine statement.

Why do you feel the committee should amend the resolution, to put in a 10-year limitation?

Mr. WHEELER. It has been our experience in dealing with similar memorials that it helps to specify a time finite, both for our purposes and for the purposes of those who contribute to such projects.

It does help in planning to know when fund raising will be completed and construction begun.

Of course, should it be impossible to raise funds by that period in time, it would also be possible to extend the period, but this keeps a project like this from malingering.

I have no expectation it would in this case. In fact, as Mr. Pickle has suggested to you, the funds will be forthcoming quite shortly.

Mr. GRAY. Well, my only reason for asking that question, and this is, of course, hypothetical, but let us say they raise the money within the year. Do they spend the \$2 million and then 15 or 20 years from now someone says, "We would like to make an improvement."

We still have the nucleus of this corporation to set up and to administer this fund. I wonder if they would not be delimited from making any further improvement if you put in this time period.

I do not quarrel one way or the other, but this is the point already discussed on the record.

Mr. WHEELER. I think it is, and I think we have considered that point. Neither, of course, the Department nor these private organizations is in any way limited as to their later activities, but we are concerned about the actual construction of the memorial, and it is to that feature of the program that the 10 years would apply.

Mr. GRAY. I appreciate that, but I was just wondering if it would not preclude additional improvements later on if we set a precedent here of a date, then those who might enter 15 years from now would want to make additional improvements, and would have to come back to the Congress, where the Department will rule delimiting time was over, and therefore there was no further authority to proceed.

Mr. WHEELER. Let me ask Mr. Fish or Mr. Hanslin, who have had experience with previous memorials. Again, the time limit refers to obtaining funds and beginning construction of the memorial.

Mr. GRAY. And not preclude any additional 10-year period?

Mr. FISH. Well, Mr. Chairman, it could. I mean, it would depend on the extent of the improvement. If you want to put a memorial of equal size, or something like that, then I think it would be proper to come back to the committee at that time. But what is visualized certainly would, as I understand it, be done within this 10-year period.

So I do not think that there would be any great improvements begun after a 10-year period.

Mr. WHEELER. I think we have another reason for this. We are, in effect, setting aside that portion of the park for this purpose, and

again, for our planning purposes, it would be helpful for us to know how long we could contemplate that set-aside in the event some other use might arise.

We might want to make further developments on our own.

Mr. GRAY. Mr. Pickle, would you care to comment as to what you think?

Mr. PICKLE. I see no objection. I see no objection to it.

I do not know that would add anything, because it is going to be accomplished immediately, but I do not think it would make any difference to the committee whether it was or not.

Mr. GRAY. What about the amendment requiring the approval of the design by the Secretary?

They are proposing that when this commission raises the funds and draws up these plans that the Secretary must approve the design.

The National Capital Planning Commission and the Commission of Fine Arts now, under the resolution, must approve it.

Do you have any further approval by the Secretary of the Interior?

Mr. PICKLE. No, I would have no objection to that.

Mr. GRAY. The gentleman from Ohio.

Mr. HARSHA. The Department of the Interior has suggested this amendment relative to the way it is worded. If you will permit me to read it, I believe it will negate your fear about having to come back.

They suggest a new section—section 3, which reads as follows:

Unless funds in the amount which the Secretary of the Interior determines are sufficient to insure completion of the memorial are certified available, and the development of the memorial is begun within 10 years from the date of enactment of this joint resolution, the authorization granted by this joint resolution shall lapse.

In other words, they do not want to clarify the issue as to whether or not the United States shall be responsible for the funds—involved expenses.

Mr. GRAY. I say to my friend, this is the first time I have seen this letter, and I think you are absolutely correct, and this would allay the fears I have.

I thank you for that contribution.

Any other comments of Mr. Wheeler?

I would like for the record to show that Mr. Wheeler is accompanied by three good friends of this committee, whom I consider are doing an outstanding job for the Department of the Interior: Mr. Jack Fish, Director, National Capital Parks; Jim Gross, Director, National Visitor Center; and Lars Hanslin, Office of the Solicitor, Department of the Interior.

Gentlemen, we are delighted to have you here, and we want the record to show that you are present; and if there are any questions of these three gentlemen, in addition to Mr. Wheeler, I am sure they will be glad to answer any questions the committee might have.

All right. We thank you, Mr. Secretary, very much for your testimony. Do we have anything else that you would like to be heard on concerning House Joint Resolutions 841 and 842?

[No response.]

Mr. GRAY. If not, the committee will immediately go into executive session, and, as you know, all executive sessions are open and with

that the Chair would entertain a consideration of the resolutions for amendment.

Mr. HARSHA. Mr. Chairman.

Mr. GRAY. Yes, the gentleman from Ohio.

Mr. HARSHA. I have an amendment which reads, in House Joint Resolution 841, page 2, line 10: "to the approval of the Secretary of the Interior, the National Capital Planning Commission", et cetera, and that will authorize the Secretary of the Interior to have a part in approving the memorial along with the National Capital Planning Commission.

And I would add a new section, section 3, to read the same language I read before:

Unless funds in the amount which the Secretary of the Interior determines are sufficient to insure completion of the memorial are certified available, and the development of the memorial is begun within 10 years from the date of enactment of this joint resolution, the authorization granted by this joint resolution shall lapse.

The United States shall be put in no expense by the development of the memorial.

That will insure that there will be some construction started within 10 years from the date of the enactment of the resolution and will insure that the funding efforts have been completed, and the money will have been raised; and answers the other questions that the Secretary raised.

Also, it will make abundantly clear that the United States shall be at no expense in this particular manner.

Mr. GRAY. Would the gentleman from Ohio, with unanimous consent, consider both amendments en bloc?

Mr. HARSHA. I do, Mr. Chairman.

Mr. GRAY. Without objection, it is so ordered, the two amendments will be considered en bloc.

Is there any discussion at all of the two amendments?

If not, all in favor of the two amendments to be considered en bloc will say "aye."

[Chorus of "ayes."]

Mr. GRAY. All opposed?

[No response.]

Mr. GRAY. The amendments are agreed to.

The Chair will entertain a motion to report out to the full committee House Joint Resolution 841, and as you know we do have identical resolutions before us, but under the rule we can only report out one, so, therefore, since the original author, Mr. Pickle, as the originator of the resolution, I would ask for consideration of House Joint Resolution 841.

Mr. HARSHA. Mr. Chairman.

Mr. GRAY. The gentleman from Ohio.

Mr. HARSHA. As amended.

Mr. GROVER. Mr. Chairman, is there any possibility, when it gets to the full committee of getting a clean bill, to include the entire text of the delegation?

Mr. GRAY. I think that is a very good suggestion.

We can do that if the gentleman wants to make that a motion, we can do that after this action and you can instruct that we introduce a clean bill, and bring the clean bill before the committee.

Mr. HARSHA. Mr. Chairman, I move the subcommittee report favorably on House Joint Resolution 841 as amended to the full committee.

Mr. GRAY. With instruction to include the second amendment. The motion has been made and seconded that we report out House Joint Resolution 841 with instructions, a clean bill, incorporating all the members of the Texas delegation be included, and the bill to be considered by the full committee.

All in favor say "aye."

[Chorus of "ayes."]

Mr. GRAY. Any opposed, say "no."

[No response.]

Mr. GRAY. The "ayes" have it, and the motion is agreed to.

That completes action on House Joint Resolution 841.

[Whereupon, at 2:25 p.m., the subcommittee proceeded to other business.]

NATIONAL VISITOR CENTER FACILITIES ACT AMENDMENT

WEDNESDAY, DECEMBER 12, 1973

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON PUBLIC BUILDINGS AND GROUNDS,
OF THE COMMITTEE ON PUBLIC WORKS,
Washington, D.C.

The subcommittee convened at 2:25 p.m., in room 2253, Rayburn House Office Building, Hon. Kenneth J. Gray (chairman) presiding.

Mr. GRAY. For consideration is H.R. 11763. This proposed legislation would amend the National Visitor Center Facilities Act of 1968, as amended, to facilitate the construction of an intercity bus terminal, and for other purposes. I will place in the record a copy of H.R. 11763.

[Bill referred to follows:]

93^D CONGRESS
1ST SESSION.

H. R. 11763

IN THE HOUSE OF REPRESENTATIVES

DECEMBER 4, 1973

Mr. GRAY introduced the following bill; which was referred to the Committee on Public Works

A BILL

To amend the National Visitor Center Facilities Act of 1968, as amended, to facilitate the construction of an intercity bus terminal, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That section 102 (a) (4) of the National Visitor Center
4 Facilities Act of 1968 (82 Stat. 43), as amended, is
5 amended by replacing the semicolon after the phrase "para-
6 graph (3)" with a comma and inserting thereafter the fol-
7 lowing: "and further, the Secretary is authorized to lease
8 space within the proposed parking facility to provide for the
9 construction of an intercity bus terminal in addition to the
10 new railroad passenger terminal: *Provided*, That any such

1 lease or leases shall be to such parties and upon such terms
2 and conditions as the Secretary deems appropriate, including
3 such rental rates and terms as shall reflect the economic value
4 of the leased premises, and the cost of private improvements
5 to be constructed therein."

6 SEC. 2. The National Visitor Center Facilities Act of
7 1968 (82 Stat. 34), as amended, is amended by revising
8 section 102 (a) (3) to delete the phrase, "to accommodate as
9 nearly as possible four thousand motor vehicles", and to
10 substitute for it: "for adequate circulation, to accommodate
11 charter buses, automobiles, and interpretive visitor trans-
12 portation, as appropriate".

Mr. GRAY. The first witness that I would like to call is Mr. Jerome Dobyns, director of properties, Greyhound Lines.

Mr. Dobyns, would you please come forward?

STATEMENT OF JEROME M. DOBYNS, DIRECTOR OF PROPERTIES, GREYHOUND LINES; ACCOMPANIED BY MARVIN WALSH, PRESIDENT, CONTINENTAL SAFEWAY TRAILS

Mr. DOBYNS. Thank you, Mr. Chairman, and members of the subcommittee.

My name is Jerome Dobyns. I appreciate this opportunity to appear before you and to explain the interest of intercity bus operators in legislation providing for construction of an intercity bus terminal at the National Visitor Center.

Greyhound and Continental Trailways provide most of the regular route bus passenger service to and from Washington, D.C., and would be the principal users of the proposed intermodal passenger terminal at the Visitor Center.

Sitting with me is Marvin Walsh, president, Continental Sefeway Trails, who will respond to questions concerning his company's particular interest in the proposed terminal.

Both Mr. Walsh and I have participated over the past 4 years in discussions relating to construction of an intermodal passenger terminal at the National Visitor Center.

We favor the enactment of legislation to amend the National Visitor Center Facilities Act of 1968, as amended, by authorizing construction of an intercity bus terminal at that location in addition to a new railroad passenger terminal.

Such legislation should provide for leasing the intercity bus portion of an intermodal transportation center to bus operators on terms reflecting the economic value of the leased premises.

Greyhound and Continental Trailways presently own and operate their own bus terminals in downtown Washington. Both carriers have, for several years, been studying ways and means for improving their terminals. They have considered constructing a joint terminal as well as continuing to operate in separate terminals.

If an intercity bus terminal is not constructed at the National Visitor Center, Greyhound and Continental probably would remodel and design their existing facilities, construct new terminals at other locations in the District, or build a joint terminal facility.

We have weighed the advantages and disadvantages of participating in the intermodal passenger terminal venture, and have concluded we should do so if satisfactory terms and conditions for such participation can be developed.

The interest of the traveling public should be better served by having one point in the Nation's Capital where all the modes of surface transportation interface—railroads, transit buses, tour buses, intercity buses, rail rapid transit, and carriers providing interpretative visitor transportation service.

However, only by actually constructing and operating an intermodal passenger facility can we determine definitely whether similar facilities should be constructed in other large cities.

There are important advantages which might be derived from construction of an intermodal transportation center.

As indicated, both Greyhound and Trailways recognize that their present passenger terminal facilities in Washington can be improved. We are sure the traveling public would welcome improved terminal facilities and that such improvements would encourage bus passenger travel to and from Washington, D.C.

Construction of a new and modern intercity bus terminal at the National Visitor Center should result in a significant increase in tourism and also in greater utilization of the Visitor Center where easy transfer could be made to other modes of travel.

If intercity buses are not part of the new transportation center, travelers by all the surface modes will be inconvenienced.

Inclusion of intercity buses in an intermodal passenger center would also be consistent with the efforts of the Government and the transportation industry to conserve fuel.

Intercity buses are by far the most efficient consumers of energy. Buses obtain 85 passenger miles per gallon of fuel, railroads 48, automobiles 40, and aircraft 16. Source: Eric Hurst—"Energy Intensiveness of Passenger and Freight Transportation Modes: 1950-1970," published April 1973, a study sponsored by the National Science Foundation.

Therefore, to the extent that the new terminal would make bus passenger travel to Washington more attractive, fuel would be conserved.

We also believe the proposed intermodal passenger center, along with the National Visitor Center, would be one of the most tangible evidences of the spirit of innovation which ought to motivate the national bicentennial observances in 1976.

The desire of Greyhound and Continental Trailways to participate in this vitally important demonstration project is manifested by their commitment of \$3 million of their own funds for the construction of their facilities in the proposed passenger center provided acceptable terms and conditions of their occupancy can be developed.

The following is a summary of principal conditions under discussion:

- (1) Occupancy costs—rental payments, real estate taxes and prorated shares of bus-rail facility operating and maintenance costs—shall not exceed a reasonable percentage of the total gross revenue developed by the carrier in this facility. We believe 5 percent would be a reasonable figure.

- (2) The bus-rail facility operating and maintenance costs to be prorated should be limited to those related to the floors within the facility which are used by the bus carriers, either exclusively, or jointly with the rail carriers.

- (3) An acceptable method of identifying shared terminal costs and terminal concession income and prorating these costs and income between the bus-rail carriers must be developed.

- (4) If one or more of the user carriers should reduce or abandon its operations or use of the facilities, the percentage used in proration of operating costs to the remaining bus carriers shall not exceed the average experience applicable in the prior 24-month period.

- (5) An acceptable design of bus terminal facilities must be developed and approved.

(6) Acceptable lease terms must be negotiated with the railroads and the Department of the Interior for space occupied within the center and adjoining lands.

We are hopeful agreement can be reached on the terms and conditions referred to above. If so, the new passenger terminal at the National Visitor Center could become the intermodal passenger model for many other cities across the land, Mr. Chairman.

Mr. Chairman, the bus companies have been prepared to implement bus passenger facilities at this proposed intermodal passenger terminal for a number of years, and are anxious that it proceed.

We are disturbed by the seeming, innumerable delays that the project seems to be encountering.

This concludes my remarks, Mr. Chairman, and I am available for any questions you or any of the committee may have.

Mr. GRAY. Thank you, Mr. Dobyns, for a very fine statement, and one who has labored hard and long to bring all modes of travel together. I certainly can sympathize with the frustration of business people and what they have been experiencing in getting started on the Visitor Center itself.

It seems like we can build facilities in Cambodia and all over the world, but something for our taxpayers to come here and enjoy and getting a modern method of travel to reach the Nation's Capital seems a very difficult task—it has been for about 8 or 10 years.

We in the committee certainly want to do everything we can to encourage a new intermodal passenger system, and certainly think all of the modes of travel should be for the convenience of the public traveler, bringing us closer together.

The only thing that disturbs me in the legislation is the fact that we want to make it perfectly clear in the record that we are not preempting automobile parking and public facilities for the use of buses or any other mode of travel, and it is our intention to ask this committee to amend the Visitor Center Act, to go ahead to make a large parking lot and lease you a part. And this would be a partnership of private enterprise joining together with the public facility.

Is that the thrust of your statement?

Mr. DOBYNS. That is correct, Mr. Chairman.

Mr. GRAY. I wanted to make that clear on the record.

Are there any other questions at all of Mr. Dobyns?

Mr. HARSHA. I have a question.

Mr. GRAY. The gentleman from Ohio.

Mr. HARSHA. You say that the two companies have manifested their concern with this project by a commitment of \$3 million of their own funds.

Is that all the terminal will cost?

Mr. DOBYNS. That represents, Mr. Congressman, what new intercity bus carriers would expend in a new terminal facility for themselves there or elsewhere in Washington, exclusive of land acquisition costs.

In other words, capital improvements.

In addition to that, we estimate we would expend upwards of \$1 million in outfitting such a terminal, and under the terms previously

suggested by the Department of the Interior for rental space in this Visitor Center we would expend over \$1 million in rental payments over the term of the lease.

So the bus companies are really looking at something in excess of \$5 million for an occupancy in this center.

Mr. HARSHA. Does this represent a pro rata share of the total cost of construction of such a facility?

Mr. DOBYNS. It is difficult to answer your question, Congressman, because we have not seen a complete and up-to-date estimate of construction costs that would permit us to determine an allocation of the exclusive bus terminal facility.

Mr. HARSHA. What I am trying to get at, Mr. Dobyns, is this going to cost the Federal Government any additional money to put in an intercity terminal?

Mr. DOBYNS. It is not our intention to seek funds other than our own for our own facilities in there.

Mr. GRAY. If the gentleman will yield to me at this point.

For the record's sake what we have been trying to do all along is to get an intermodal system where we would tie Amtrak, we would get the Washington terminal company station, that is when they move out of the existing Union Station that they have there—Amtrak has facilities. The buses have to have a facility, and that will require separate legislation.

As of now, OMB and other people have not been able to bring together all these various sources to create a full intermodal system.

So what we are merely doing is an interim thing of saying when we build this 1,200-car parking lot, hopefully we will get 1,200 spaces in the back of the area—air rights.

The Secretary will have to authorize to lease them airspace if they want to spend \$3 million now to wait until this whole intermodal system is completed, at which time they envision additional expenditure.

I wanted to make that perfectly clear for the record that we do not expect to preempt any parking space that will be built for the Visitor Center or for buses, but we want to give the Secretary authority to negotiate if they want to put up a \$3 million slab, and our air rights have shrunk from 4,000 down to 1,200.

We want to give them the authority if they want to spend \$3 million for a slab and parking until all of the intermodal concepts come together.

I am glad the gentleman raised that because their spending \$3 million will not be the taxpayers' money, but it will put them in close to where we hopefully will be going to tie in Amtrak and everybody else together.

I think that is the simplest way I can explain.

Mr. DOBYNS. Yes, sir.

Mr. GRAY. Thank you very much, Mr. Dobyns.

Our next witness will be Douglas P. Wheeler, Deputy Assistant Secretary for Fish and Wildlife and Parks, Department of the Interior.

STATEMENT OF HON. DOUGLAS P. WHEELER, DEPUTY ASSISTANT SECRETARY FOR FISH AND WILDLIFE AND PARKS, DEPARTMENT OF THE INTERIOR; ACCOMPANIED BY JACK FISH, DIRECTOR, NATIONAL CAPITAL PARKS; JIM GROSS, DIRECTOR, NATIONAL VISITOR CENTER; AND LARS HANSLIN, OFFICE OF THE SOLICITOR, DEPARTMENT OF THE INTERIOR

Mr. WHEELER. Yes, sir.

I would like to state for the record that I again am accompanied by Jack Fish, who is Director of the National Capital Parks; Jim Gross, Director of the National Visitor Center, and Lars Hanslin from the Office of the Solicitor.

Mr. Chairman, let me also echo the remarks made earlier concerning the contributions that these gentlemen have made to this project.

I know that they have worked long and hard, and would like nothing better than to see it completed.

They were working as late as 8:30 last night, I know, in coming to terms with this project.

I appreciate the opportunity to appear before you this afternoon to testify on behalf of H.R. 11763, which is intended to clarify the Department's authority in regard to proposed development of the National Visitor Center, and particularly the intermodal concept.

Section 1 of H.R. 11763 amends the National Visitor Center Facilities Act of 1968, as amended, to authorize the Secretary of the Interior to lease space within the parking facility to be constructed pursuant to the act for construction of an intercity bus terminal.

This terminal, together with the new railroad passenger station now planned, would become part of an intermodal transportation facility at the National Visitor Center.

It is contemplated that the railroad interests and the intercity bus companies will cooperate to construct the joint passenger facility and that this intermodal transportation center will serve as a model for such facilities throughout the Nation.

The President supported the concept of a transportation network at the Visitor Center in his February 4, 1972, message to the Congress on the bicentennial for the District of Columbia, and the Secretary of the Interior and the Secretary of Transportation have made every effort to bring the several interested parties together so that such a facility can become a reality.

Under section 1 of the bill, the lessee would bear the cost of construction of the facility and would pay rent based upon the economic value of the leased premises and the value of the improvements to be constructed by him.

Essentially, the Department would be making air space and some portions of the parking facility available to the private companies so as to allow private development of an intermodal transportation terminal.

The plans and specifications would be subject to our approval and other conditions of the lease arrangement would protect the Government's long-term interest in the property, particularly in regard to the terminal's relationship to the interpretive program of the Visitor Center.

We are hopeful that this clarification of the Secretary's authority to make the required premises available will provide the impetus for the private development of the intermodal transportation terminal.

I wish to add that the decision as to whether to proceed with this private development must be made in the near future because design decisions which may make the intermodal concept more difficult to realize must be made soon by us under our own construction deadlines.

Section 2 of the bill is intended to clarify our authority to expand and make more flexible the utilization of the parking facility which is required by the act to be constructed as part of the Visitor Center complex.

We believe that a parking facility to be built in the center of the Nation's Capital, under the auspices of the U.S. Government, must emphasize the utilization of bus, shuttle, and other forms of mass transportation, as well as private automobiles.

Therefore, the bill deletes the goal that the parking facility be constructed to accommodate as nearly as possible 4,000 motor vehicles.

Instead, the bill requires that the facility house a balance of transportation needs, by providing for adequate circulation for all uses and the accommodation of charter buses and shuttle and interpretive visitor transportation, as well as private automobiles.

Public Law 93-62, for which the committee is responsible, directed the Secretary of the Interior to provide interpretive visitor transportation at the Visitor Center, among other sites in Washington.

We believe that the combination of automobiles, intercity buses, passenger trains, fringe parking, and shuttle service, coordinated with the extended interpretive visitor transportation, will provide an economic, attractive, and environmentally sound means of introducing visitors to the Nation's Capital and to the interpretive program to be offered by the National Visitor Center.

In summary, we consider that H.R. 11763 will substantially assist the Secretary in the development of the kind of National Visitor Center contemplated by the Congress and able to meet the needs of visitors to the Nation's Capital in the bicentennial year and beyond.

We would be pleased to answer any questions you may have.

Thank you for this opportunity.

Mr. GRAY. Thank you, Mr. Wheeler, for a very fine statement.

I want to propound the same question to you that I did to the officials of Greyhound a moment ago.

That is, you do not anticipate preempting what is now narrowed down to a very inadequate parking facility for the visiting public, 70 percent of whom come here by automobile, that this is going to be an additional air space construction program of the bus companies, and not taking away any of the 1,200 spaces we now contemplate?

Mr. WHEELER. That is correct, Mr. Chairman.

Mr. GRAY. This committee was approached by a number of people saying let private enterprise do this thing. I asked what was the charge, and it was all the way from \$1 to \$3 an hour.

And as long as I am chairman of this subcommittee, I am going to insist that the facilities that we are going to build, whether we wind up with 1,200 or 2 parking places, be a reasonable figure, and we would use something like a dollar a day for the people who come there even if that has to be subsidized.

I insist that the Department of the Interior control all of the parking.

This is why the legislation up in H.R. 11763 is we do not want to give any bus company, with all due respect to Trailways or Greyhound, just a carte blanche and go down and build whatever facility they want to.

This is why in the legislation before us we give the authority to the Secretary of the Interior to work out an arrangement with the company so we will have direct control in the public interest.

Any other questions or comments of Mr. Wheeler?

The gentleman from Illinois.

Mr. HANRAHAN. When is the project, the National Visitor Center and this complex they are talking about, going to be completed?

Mr. GRAY. Do you want that on the record or off the record?

Mr. HANRAHAN. Both.

Mr. GRAY. As author of the bill, we were hoping in 1968.

Now, we are in the late Christmas season of 1973.

We had a meeting last year, in October, at the Secretary of the Interior's office, at which time we announced within 30 days we would have dirt flying, and here we are 13 months later and still talking.

With all due respect, this has been a very cumbersome problem which we have been dealing with with the railroad.

They had to raise \$16 million. They had problems with the banks to get a commitment.

They had a commitment last year and had to go back only this week to reaffirm this commitment. Then we have to crank in \$8.6 million of Federal money.

Then, during the interim period, steel went up 25 percent. So, all the figures went out the window.

And, as the Assistant Secretary just announced a moment ago, as late as 8:30 last night they had been trying to get to contractors and everyone together so we can come up with a national hard figure and a starting date, but it has been a very, very difficult problem.

And along with the staff and many of the other members have put in not days but years, trying to get a National Visitor Center. And this is why I mentioned it seems very easy to send a couple million to Israel or a couple million to Cambodia to build a facility, but very little for our constituents so they can park and keep from being scalped.

We are having extreme difficulty, but I say, hopefully, a contract will be signed this month, and we can have ground breaking ceremonies by January.

Mr. WHEELER. We are talking about ground breaking, not completion.

Mr. GRAY. I was not being facetious when I said on or off the record. Any other comments or questions at all on H.R. 11763?

[No response.]

Mr. GRAY. If not, the subcommittee will stand in executive session.

The bill is under consideration for any proposed amendment. It is a very uncomplicated bill.

If not, the Chair would entertain a motion that H.R. 11763 be submitted to the full committee for its consideration.

Mr. HARSHA. I so move.

Mr. GROVER. Seconded.

Mr. GRAY. To report out H.R. 11763, all in favor say "aye."

[A chorus of "ayes."]

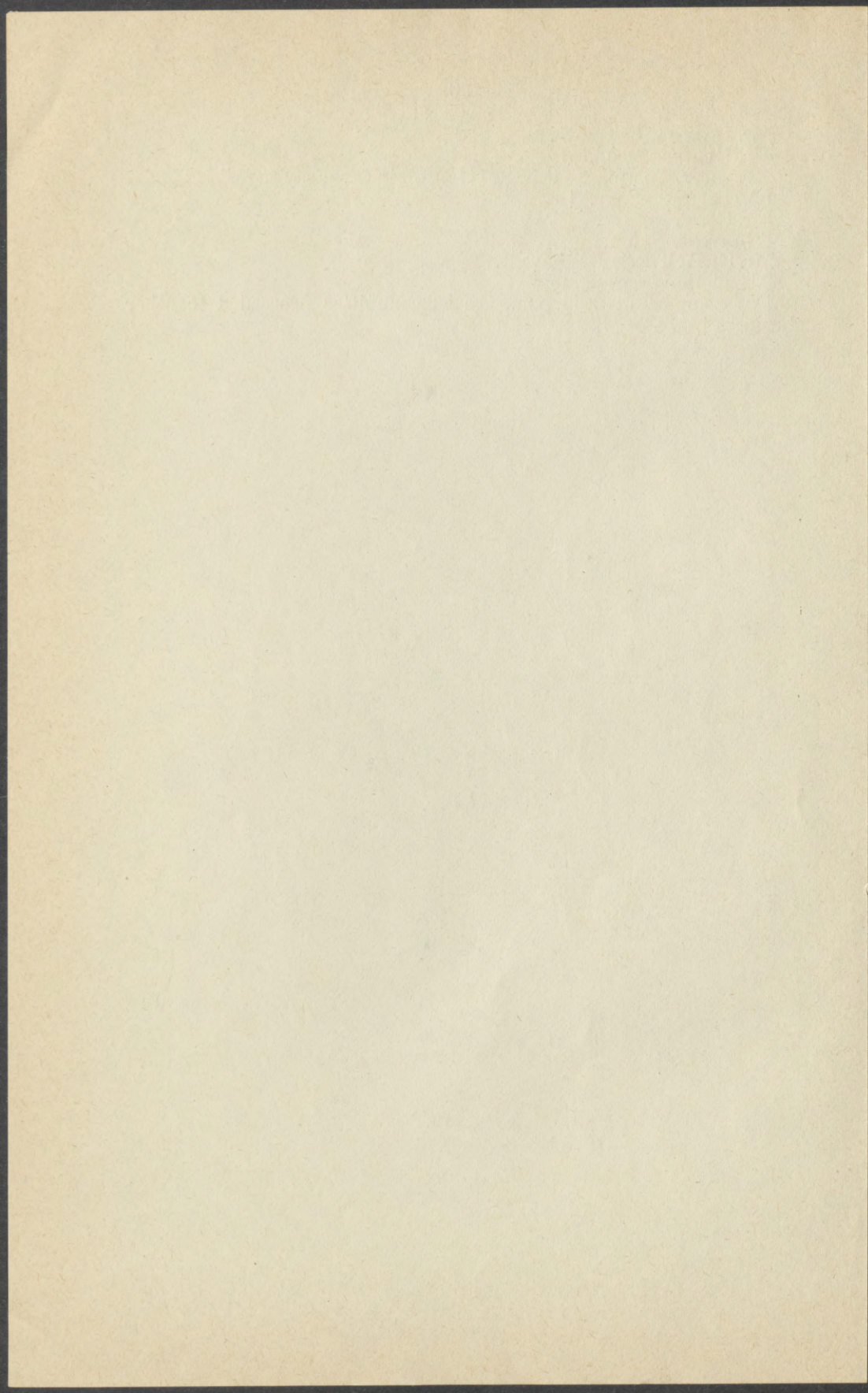
Mr. GRAY. Noes?

[No response.]

Mr. GRAY. The "ayes" have it.

The motion is agreed to.

[Whereupon, at 2:55 p.m., the subcommittee proceeded to other business.]



TO PROVIDE BETTER FACILITIES FOR THE ENFORCE- MENT OF CUSTOMS AND IMMIGRATION LAWS

WEDNESDAY, DECEMBER 12, 1973

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON PUBLIC BUILDINGS AND GROUNDS
OF THE COMMITTEE ON PUBLIC WORKS,
Washington, D.C.

The subcommittee convened at 2:52 p.m., in room 2253, Rayburn House Office Building, Hon. Kenneth J. Gray (chairman) presiding.

Mr. GRAY. The next bill up for consideration today in open public hearing is H.R. 10044, introduced by our distinguished friend from Ohio, Mr. Harsha, to increase the amount authorized to be expended to provide facilities along the border for the enforcement of customs and immigration laws. I will place a copy of H.R. 10044 in the record at this point.

[Bill referred to follows:]

93^D CONGRESS
1ST SESSION

H. R. 10044

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 5, 1973

Mr. HARSHA introduced the following bill; which was referred to the Committee on Public Works

A BILL

To increase the amount authorized to be expended to provide facilities along the border for the enforcement of the customs and immigration laws.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That the Act entitled "An Act to provide better facilities for
4 the enforcement of the customs and immigration laws", ap-
5 proved June 26, 1930, as amended (19 U.S.C. 68), is
6 further amended by striking out "\$100,000" and inserting
7 in lieu thereof "\$200,000".

I

Mr. GRAY. Our witness is Mr. John A. Hurley, Assistant Commissioner for Administration, U.S. Customs Service.

STATEMENT OF JOHN A. HURLEY, ASSISTANT COMMISSIONER FOR ADMINISTRATION, U.S. CUSTOMS SERVICE, DEPARTMENT OF THE TREASURY; ACCOMPANIED BY ALBERT F. BAZEMORE, INSPECTION AND CONTROL; RICHARD H. ABBEY, ASSISTANT CHIEF COUNSEL; HARRY GRITZ, CHIEF, ENGINEERING BRANCH; MORRIS N. DEBLINGER, ACTING DIRECTOR, FACILITIES MANAGEMENT DIVISION, ALL OF HEADQUARTERS, U.S. CUSTOMS SERVICE; D. E. POWELL, IMMIGRATION INSPECTOR; AND O. R. CONLEY, IMMIGRATION INSPECTOR OF THE IMMIGRATION AND NATURALIZATION SERVICE, DEPARTMENT OF JUSTICE

Mr. HURLEY. Thank you, Mr. Chairman.

Mr. Chairman, distinguished members, I am most appreciative of the honor of appearing before your committee today in relation to H.R. 10044.

For the record, I am John A. Hurley, Assistant Commissioner for Administration of the U.S. Customs Service in the Department of the Treasury.

I am accompanied today by my professional associates, both of the Immigration and Naturalization Service of the Department of Justice, Messrs. O. R. Conley and D. E. Powell, and by Messrs. Bazemore, Abbey, Deblinger, and Gritz of the U.S. Customs Service Headquarters.

Recognizing the distinguished committee's responsibilities and time pressures, we are here to discuss and to be as helpful as we can on any aspect of H.R. 10044.

In brief, this bill would enable the Customs Service and the Immigration and Naturalization Service to better discharge the various duties of enforcing the customs and immigration laws of the United States.

We believe that there would be a significant advantage to the U.S. Government, and to your constituents in a variety of ways. These would include the better facilitation of trade and tourism, better enforcement of the various Immigration and Customs laws, more effective interdiction of contraband, narcotics, and marihuana at the ports of entry and along the land and sea borders of the United States, and indeed, improve the image in terms of the U.S. appearance both to returning visitors from abroad, and to foreigners, whether they be commercial visitors or tourists.

I believe in the interest of your time, gentlemen, that there is nothing that we could say more prudently than was indicated in this committee's report in 1969, and with the chairman's indulgence, I will read very briefly from your committee report.

Inspection facilities are frequently in isolated locations, where contractors' employees, equipment, and construction materials have to be hauled great distances, and difficulties have been experienced in obtaining satisfactory bids. Since 1962 when the \$100,000 figure was inserted in the law, building costs have

increased to such an extent that there is scarcely a site in the country where a typical project consisting of a border station and two residences can now be built within the \$100,000 ceiling.

If I may, I will elaborate on that for a very brief moment.

As many of you distinguished gentlemen have viewed and visited, and we would welcome the opportunity to make this type of a trip for any of you gentlemen, many of these border locations are very similar to the dewline type of site of some years ago.

They basically are isolated enforcement sites along the borders of the United States, and at many of these locations, both INS and Customs Service personnel live in very difficult situations, both for themselves and their families. Very simply, the construction costs are extremely exorbitant in many of these locations.

What we are talking about is land acquisition, construction of a facility, which not only is an office type facility, but has enforcement and inspectional features, and in certain locations indeed the inclusion of powerplants or generators.

If I may just briefly return to the committee report:

Location in isolated areas present unusual utility, sewerage, paving, and grading situations, with high costs involved for the transportation of both labor and materials to these places. The inclusion of powerplants at these isolated locations is frequently necessary. The inspection stations must be placed on a highway immediately adjacent to the international boundary.

The report of the committee then goes on to indicate the "extreme weather conditions, particularly along the Canadian border."

Gentlemen, I have visited, obviously, not all, but some of these types of sites, and I can validate the need for these facilities, and indeed can validate the need for the increased authorization from \$100,000 to \$200,000.

I might point out also that recognizing the committee's interest in the travel center that we heard about, I think we have a very analogous situation here where we do wish to present a sensible image to those people entering the United States whether returning residents or residents of another country. Frankly, our facilities are often within sight of very impressive structures, raised by both the Mexican and the Canadian Governments.

I might note that we are requesting not a new kind of authority, but only an adjustment to modern needs. Since 1930, the Congress in its wisdom has permitted the Customs Service and the INS to have the option to seek bids and to let construction contracts for projects of this sort.

This obviously relieves the GSA of smaller items, and enables the agency to move ahead to respond to the public more rapidly.

I believe, in the interest of time, I will not belabor the point of increased costs of labor and materials.

We fully believe that by permitting the Customs Service and the INS to move ahead with the \$200,000 limitation we would accrue significant advantage to the Government and the people of the United States.

We also would like to point out again the significant revenue collection features of the Customs Service. In fiscal 1973 the Customs Service brought in slightly over \$4 billion to the U.S. Treasury.

Similarly, our sister Service, represented here by my INS colleagues, and ourselves, are involved in the enforcement of laws which are significant to the health, well-being, and safety of our citizens.

I would like to also point out that the \$200,000 limitation obviously comes out of our existing budget, and I can assure you gentlemen that we are under the very strict and superscrutiny of Congressman Steed and his distinguished committee, and we fully believe that we would discharge this stewardship in a most effective way.

At this point we are available for any questions.

Mr. GRAY. We thank you, Mr. Hurley, for a very fine statement.

Do you now engage in competitive bidding on all these facilities?

Mr. HURLEY. Mr. Gritz, would you respond?

Mr. GRITZ. Yes, we do, sir.

Mr. GRAY. So this bill could not possibly cost the taxpayer any more money, because the bids on the submission or competitive bidding is coming in the same, whether you have a limitation placed on your statutorially or not—just means if you go out now for a bid and it is over \$100,000, you have one or two options, either cancel the project, or design downward.

Mr. GRITZ. That is right.

Mr. GRAY. When you do impose the additional A. & E. cost, and this sort of thing, so, in the long run this bill will actually save money when you are able to design this type of facility, it goes out to competitive bidding.

Mr. GRITZ. Yes, sir.

Mr. GRAY. I want to, at this point in the record, indicate that the statutory limitation has not been increased since 1962, so you are really dealing with 11-year-old prices.

Mr. HURLEY. Exactly. We are dealing with 11 years of cost escalation.

Basically, what we are proposing today is that Congress permit the limitation on certain types of facilities, specifically what we call border-type facilities, to be raised from the \$100,000 limitation to the \$200,000 so that the facilities can encompass and indeed carry out in a first-class manner the full enforcement of immigration and customs laws.

Mr. HARSHA. I move to report this bill to the full committee.

Mr. KLUCZYNSKI. I second the motion.

Mr. GRAY. Do you gentlemen have any further questions?

If not, the question has been ordered to move H.R. 10044 to the floor.

All in favor say "aye."

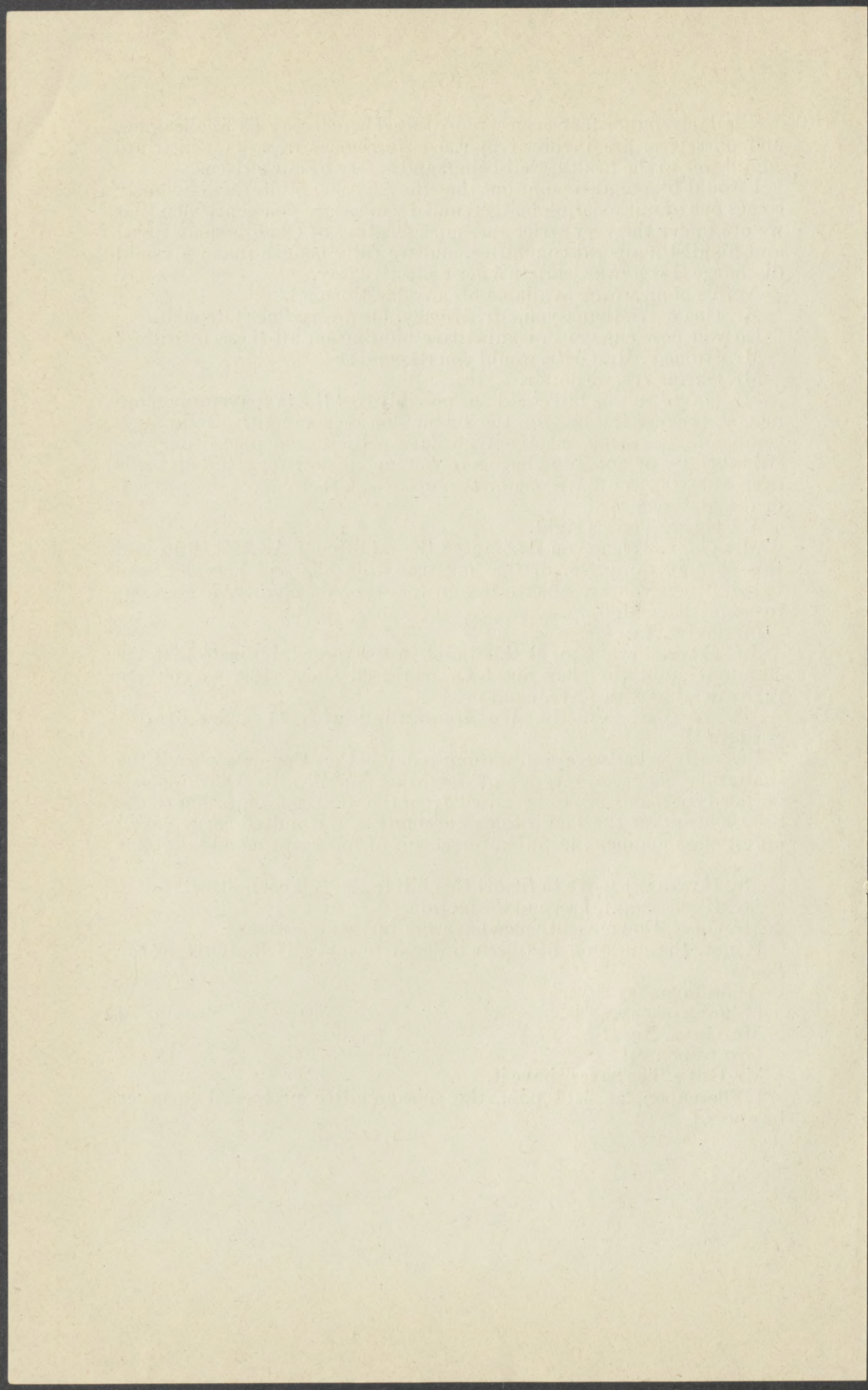
[Chorus of "ayes."]

Mr. GRAY. Noes?

[No response.]

Mr. GRAY. The "ayes" have it.

[Whereupon, at 3:14 p.m., the subcommittee proceeded to other business.]



GERALD R. FORD FEDERAL OFFICE BUILDING

WEDNESDAY, DECEMBER 12, 1973

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON PUBLIC BUILDINGS AND GROUNDS
OF THE COMMITTEE ON PUBLIC WORKS,
Washington, D.C.

The subcommittee convened at 3:14 p.m., in room 2253, Rayburn House Office Building, Hon. Kenneth J. Gray (chairman) presiding.

Mr. GRAY. Forty-two members of the House have introduced either H.R. 11897, or similar legislation, to name the Federal Building in Grand Rapids, Mich., after our former minority leader who is now the Vice President of the United States. We recently established the custom of naming Federal Buildings after Members who either retired or are deceased.

This fits all the criteria.

I will place in the record a copy of the bill, H.R. 11897 and a statement received from Representative W. R. Poage.

[Bill and statement referred to follow:]

93d CONGRESS
1ST SESSION

H. R. 11897

IN THE HOUSE OF REPRESENTATIVES

DECEMBER 11, 1973

Mr. GRAY (for himself, Mr. BLATNIK, Mr. HARSHA, Mr. KLUCZYNSKI, Mr. GROVER, Mr. WRIGHT, Mr. CLEVELAND, Mr. CLARK, Mr. DON H. CLAUSEN, Mr. JOHNSON of California, Mr. SNYDER, Mr. DORN, Mr. ZION, Mr. ANDERSON of California, Mr. HAMMERSCHMIDT, Mr. ROE, Mr. RHODES, Mr. DIGGS, Mr. CEDERBERG, Mr. NEDZI, Mr. CHAMBERLAIN, Mr. HARVEY, Mr. VANDER JAGT, Mr. ESCH, and Mr. BROWN of Michigan) introduced the following bill; which was referred to the Committee on Public Works

A BILL

To name the United States Courthouse and Federal Office Building at 110 Michigan Street, N.W., Grand Rapids, Michigan, the "Gerald R. Ford Federal Office Building".

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That the United States Courthouse and Federal Office Build-
4 ing located at 110 Michigan Street, N.W., Grand Rapids,
5 Michigan, shall hereafter be known and designated as the
6 "Gerald R. Ford Federal Office Building". Any reference in
7 a law, map, regulation, document, record, or other paper of
8 the United States to such building shall be held to be a refer-
9 ence to the "Gerald R. Ford Federal Office Building".

STATEMENT OF HON. W. R. POAGE, A REPRESENTATIVE IN CONGRESS FROM THE
STATE OF TEXAS

Mr. POAGE. Mr. Chairman: It seems to me most appropriate that the Federal Building in Grand Rapids, Mich., should be named for our friend and long-time colleague, the Vice President of the United States, Honorable Gerald R. Ford. For more than a quarter of a century Mr. Ford has been an outstanding and highly respected member of the House of Representatives. In my judgment he has oftentimes been on the wrong side of issues but, of course, in his judgment I am the one who has been on the wrong side. The fact that we have not always seen eye-to-eye in nowise limits my respect or friendship for Jerry Ford. He has vigorously and effectively supported his views, and he has done it honorably and without any personal ill feeling.

I look upon Jerry Ford as an honest man; as an intelligent man; as a fair man and as a patriotic man. He is a great American of whom all of us are proud. It is particularly fitting that his service to his country should be commemorated by the naming of the Federal Building in his home town. I feel sure that this Committee will agree and will authorize the naming of a building for the Vice President.

Mr. GRAY. Unless we have any comments or questions, I would entertain a motion to report on H.R. 11897 to the full committee.

Mr. HANRAHAN. So move.

Mr. HARSHA. Seconded.

Mr. GRAY. The motion has been made and seconded.

All in favor say "aye."

[A chorus of "ayes."]

Mr. GRAY. Noes?

[No response.]

Mr. GRAY. The "ayes" have it, and the motion is agreed to.

I want to thank all of the members for their fine attendance. You have accomplished a lot in this short period of time.

The subcommittee will stand adjourned.

[Whereupon, at 3:17 p.m. the subcommittee adjourned.]



