

Federal Government did not take that money, we confiscate it now, but if we left \$50 more in the pockets of, say, 200 million Americans, that would be another \$10 billion in the economy. Will that \$50 dollars in your pocket send to college? No. But you will go out to eat more often; you might buy another pair of shoes, another pair of socks, a belt. And when you do that, small businesses will expand to react to that \$10 billion infusion of money into the economy. When those small businesses expand, jobs are created. When more jobs are created, more people go to work. When more people go to work, less people are on welfare and other public assistance programs and more tax revenues come in.

President Reagan and President Kennedy both proved this through tax cuts in the 1960's and the 1980's. If we today just give our average amount of tax relief, we would be creating more jobs and increasing revenues. I strongly feel that is very consistent with deficit reduction.

Mr. HAYWORTH. Mr. Speaker, it is a very important first step that we take these important steps, even as we look at broad based tax reform, that we offer tax relief and tax cuts. This is another area where there are some honest disagreements.

Treasury Secretary Robert Rubin came to testify in front of the Committee on Ways and Means a couple of weeks ago. The administration has a limited plan for a \$500 per child tax credit. I asked Secretary Rubin about that single mom in the sixth district of Arizona, and there are many of them, who may not be receiving child support payments from their former spouse, who may be working very hard to stay above the poverty level and therefore not qualifying for the earned income tax credit and let us say the single mom has two children, ages 13 and 15.

Under the administration's plan, that family would receive no tax credit for those children because, you see, the President's plan only goes to age 12. Those of us who are parents, and the gentleman from Georgia and I, the gentleman from Georgia's daughter is just entering her teenage years, our eldest daughter is just leaving her teenage years. There is one basic principle: Children grow more expensive as they grow up.

Mr. KINGSTON. Please do not tell me.

Mr. HAYWORTH. I think it is important that that single mom and single moms like her across the country have the chance to experience that same type of tax relief.

The secretary in response, it is not my intent to put words in his mouth, to paraphrase his comment in response was, well, we had to make tough choices and tightly target these tax cuts. And therein lies a philosophical difference. Good people can disagree.

We believe you can expand that opportunity. You can help those single moms. You can help those families who

are having a difficult time and at the same time, with the infusion of capital into our economy, you can actually increase jobs, increase prosperity and move toward fiscal responsibility.

The two goals are not mutually exclusive. It is possible to move to be more fiscally responsible and to allow working Americans to hold on to more of their hard-earned money and send less of it here to Washington. That is the challenge that still confronts us.

Mr. KINGSTON. Mr. Speaker, I thank the gentleman for joining with me. We have just a few minutes to close.

I want to say this: In Washington we have an administration that loves big government and talks about the big government being over with. Yet in the State of the Union Address, I think there were introduced 123 new spending programs.

The American people are real good. They are far better than any law that the U.S. Congress can pass. People are better than laws. What we need to do in America is empower people, not lawyers and not police states and so forth, but people.

Give you an example, last year 90 million Americans volunteered over 4 hours a week for charity. That is about 19 billion man-hours a year voluntary. If you round that out at \$10 an hour, that is \$190 billion volunteered last year by Americans. Add that to the monetary contributions, which is about \$150 billion a year, you have an American public that can give and give. It is far superior to the form of government that we have in so many cases to deliver goods and services to people back home. Our colleagues in Washington need to recognize that. Get off the people's back. Let them do their own thing.

Mr. HAYWORTH. I thank my colleague from Georgia. Again, he points out so many facts that are pertinent in this debate and in this endeavor. A couple of thoughts come to mind in the wake of the President's State of the Union Message.

I talked to one of my most important constituents, indeed, my most important constituent, my wife Mary. Ms. Mary's first question was this: "How do we pay for all these programs?" Will this lead to a greater deficit?

And that is a question that is one that is filled with compassion and with common sense. Let us work to rein in spending, to allow working families to hold on to more of their hard-earned money, to look for what is reasonable and rational. That is the key in this Congress and in the years ahead.

Mr. KINGSTON. I thank the gentleman from Arizona for joining me.

THE TRAVEL AND TRANSPORTATION REFORM ACT OF 1997, H.R. 930

The SPEAKER pro tempore (Mr. MCINNIS). Under a previous order of the House, the gentleman from California

(Mr. HORN) is recognized for 5 minutes.

[Mr. HORN]. Mr. Speaker, I rise today to introduce the Travel and Transportation Reform Act of 1997, H.R. 930. Joining me as original cosponsors are the gentlewoman from New York [Mrs. MALONEY], the gentleman from Florida [Mr. MICA], and the gentleman from Ohio [Mr. PORTMAN].

The Federal Government's travel expenditures are massive. In fiscal year 1994, the last year for which we have precise figures, the Government spent more than \$7.6 billion on travel including transportation, lodging, rental cars and other related expenses. There are ample opportunities to save money from this huge sum without restricting necessary travel. The administrative costs, for example, are shockingly bloated. The cost of completing a travel voucher is about \$15 in the private sector while it runs as high as \$123 in the Federal sector. We should learn something from the private sector.

There are several obstacles standing in the way of efficient and affordable Government travel. Consider for example that the agency managers simply do not have complete travel information available to them. As a result, it is impossible to effectively analyze their travel budgets in order to locate waste and reduce costs. The reason is simple. The governmentwide travel charge card is not used for many travel arrangements. This means valuable information that would be recorded on a credit card invoice is never gathered.

The solution is uniform use of the travel card. This bill provides for uniform use with certain necessary exceptions. Agencies need clear authority to obtain information regarding the travel card issued to its employees. The agencies must be able to verify that charges are business related. This bill gives them that authority. This will make the Federal Government a better customer, which will in turn increase the size of the rebate that the Government receives.

The Travel and Transportation Reform Act of 1997 contains several other provisions along these lines as well as authority to participate in travel pilot test programs. The idea is to clear away obstacles to better management, to encourage a concerted effort to improve the efficiency and cost-effectiveness of Federal travel.

Mr. Speaker, I include a copy of H.R. 930 for inclusion in the RECORD:

H.R. 930

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "Travel and Transportation Reform Act of 1997".

SEC. 2. AUTHORITY TO REQUIRE USE OF THE TRAVEL CHARGE CARD.

(a) IN GENERAL.—Under regulations issued by the Administrator of General Services, the Administrator may require that Federal employees use the travel charge card established pursuant to the United States Travel and Transportation Payment and Expense

Control System, or any Federal contractor-issued travel charge, for all payments of expenses of official Government travel. The Administrator shall exempt any payment, person, type or class of payments, or type or class of personnel from any requirement established under the preceding sentence in any case in which—

(1) it is in the best interest of the United States to do so;

(2) payment through a travel charge card is impractical or imposes unreasonable burdens or costs on Federal employees or Federal agencies; or

(3) the Secretary of Defense or the Secretary of Transportation (with respect to the Coast Guard) requests an exemption with respect to the members of the uniformed services.

(b) LIMITATION ON RESTRICTION ON DISCLOSURE.—

(1) IN GENERAL.—Section 1113 of the Right to Financial Privacy Act of 1978 (12 U.S.C. 3413) is amended by adding at the end the following new subsection:

“(q) Nothing in this title shall apply to the disclosure of any financial record or information to a Government authority in conjunction with a Federal contractor-issued travel charge card issued for official Government travel.”

(2) EFFECTIVE DATE.—The amendment made by paragraph (1) is effective as of October 1, 1983, and applies to any records created pursuant to the United States Travel and Transportation Payment and Expense Control System or any Federal contractor-issued travel charge card issued for official Government travel.

(c) COLLECTION OF AMOUNTS OWED.—

(1) IN GENERAL.—Under regulations issued by the Administrator of General Services and upon written request of a Federal contractor, the head of any Federal agency may, on behalf of the contractor, collect by deduction from the amount of pay owed to an employee of the agency any amount of funds the employee owes to the contractor as a result of delinquencies on a travel charge card issued for payment of expenses incurred in connection with official Government travel. The amount deducted from the pay owed to an employee with respect to a pay period may not exceed 15 percent of the net pay of the employee for that pay period, except that a greater percentage may be deducted upon the written consent of the employee.

(2) DUE PROCESS PROTECTIONS.—Collection under this subsection shall be carried out in accordance with procedures substantially equivalent to the procedures required under section 3716(a) of title 31, United States Code.

(3) DEFINITIONS.—For the purpose of this subsection:

(A) AGENCY.—The term “agency” has the meaning that term has under section 101 of title 31, United States Code.

(B) EMPLOYEE.—The term “employee” means an individual employed in or under an agency, including a member of any of the uniformed services. For purposes of this subsection, a member of one of the uniformed services is an employee of that uniformed service.

(C) MEMBER; UNIFORMED SERVICE.—Each of the terms “member” and “uniformed service” has the meaning that term has in section 101 of title 37, United States Code.

(d) DELAYED IMPLEMENTATION.—The Administrator may delay implementation of subsections (a) and (c) by up to 5 years if the Administrator determines that it is in the best interests of the United States to do so.

SEC. 3. PREPAYMENT AUDITS OF TRANSPORTATION EXPENSES.

(a) IN GENERAL.—(1) Section 3322 of title 31, United States Code, is amended in subsection

(c) by inserting after “classifications” the following: “if the Administrator of General Services has determined that verification by a prepayment audit conducted pursuant to section 3726(a) of this title for a particular mode or modes of transportation, or for an agency or subagency, will not adequately protect the interests of the Government”.

(2) Section 3528 of title 31, United States Code, is amended—

(A) in subsection (a) by striking “and” after the semicolon at the end of paragraph (3), by striking the period at the end of subsection (a)(4)(C) and inserting “; and”, and by adding at the end the following new paragraph:

“(5) verifying transportation rates, freight classifications, and other information provided on a Government bill of lading or transportation request, unless the Administrator of General Services has determined that verification by a prepayment audit conducted pursuant to section 3726(a) of this title for a particular mode or modes of transportation, or for an agency or subagency, will not adequately protect the interests of the Government.”;

(B) in subsection (c)(1), by inserting after “deductions” the following: “and the Administrator of General Services has determined that verification by a prepayment audit conducted pursuant to section 3726(a) of this title for a particular mode or modes of transportation, or for an agency or subagency, will not adequately protect the interests of the Government”; and

(C) in subsection (c)(2), by inserting after “agreement” the following: “and the Administrator of General Services has determined that verification by a prepayment audit conducted pursuant to section 3726(a) of this title for a particular mode or modes of transportation, or for an agency or subagency, will not adequately protect the interests of the Government”.

(3) Section 3726 of title 31, United States Code, is amended—

(A) by amending subsection (a) to read as follows:

“(a)(1) Each agency that receives a bill from a carrier or freight forwarder for transporting an individual or property for the United States Government shall verify its correctness (to include transportation rates, freight classifications, or proper combinations thereof), using prepayment audit, prior to payment in accordance with the requirements of this section and regulations prescribed by the Administrator of General Services.

“(2) The Administrator of General Services may exempt bills, a particular mode or modes of transportation, or an agency or subagency from a prepayment audit and verification and in lieu thereof require a postpayment audit, based on cost effectiveness, public interest, or other factors the Administrator considers appropriate.

“(3) Expenses for prepayment audits shall be funded by the agency’s appropriations used for the transportation services.

“(4) The audit authority provided to agencies by this section is subject to oversight by the Administrator.”;

(B) by redesignating subsections (b), (c), (d), (e), (f), and (g) in order as subsections (d), (e), (f), (g), (h), and (i), respectively;

(C) by inserting after subsection (a) the following new subsections:

“(b) The Administrator may conduct pre- or postpayment audits of transportation bills of any Federal agency. The number and types of bills audited shall be based on the Administrator’s judgment.

“(c)(1) The Administrator shall adjudicate transportation claims which cannot be resolved by the agency procuring the transportation services, or the carrier or freight-forwarder presenting the bill.

“(2) A claim under this section shall be allowed only if it is received by the Administrator not later than 3 years (excluding time of war) after the later of the following dates:

“(A) The date of accrual of the claim.

“(B) The date payment for the transportation is made.

“(C) The date a refund for an overpayment for the transportation is made.

“(D) The date a deduction under subsection (d) of this section is made.”;

(D) in subsection (f), as so redesignated, by striking “subsection (c)” and inserting “subsection (e)”, and by adding at the end the following new sentence: “This reporting requirement expires December 31, 1998.”;

(E) in subsection (i)(1), as so redesignated, by striking “subsection (a)” and inserting “subsection (c)”;

(F) by adding after subsection (i), as so redesignated, the following new subsection:

“(j) The Administrator of General Services may provide transportation audit and related technical assistance services, on a reimbursable basis, to any other Federal entity or to any other activity. Such reimbursements may be credited to the appropriate revolving fund or appropriation from which the expenses were incurred.”

(b) EFFECTIVE DATE.—The amendments made by this section shall become effective 18 months after the date of enactment of this Act.

SEC. 4. REIMBURSEMENT FOR TAXES ON MONEY RECEIVED FOR TRAVEL EXPENSES.

(a) IN GENERAL.—Title 5, United States Code, is amended by inserting after section 5706b the following new section:

“§5706c. Reimbursement for taxes incurred on money received for travel expenses

“(a) Under regulations prescribed pursuant to section 5707 of this title, the head of an agency or department, or his or her designee, may use appropriations or other funds available to the agency for administrative expenses, for the reimbursement of Federal, State, and local income taxes incurred by an employee of the agency or by an employee and such employee’s spouse (if filing jointly), for any travel or transportation reimbursement made to an employee for which reimbursement or an allowance is provided.

“(b) Reimbursements under this section shall include an amount equal to all income taxes for which the employee and spouse, as the case may be, would be liable due to the reimbursement for the taxes referred to in subsection (a). In addition, reimbursements under this section shall include penalties and interest, for the tax years 1993 and 1994 only, as a result of agencies failing to withhold the appropriate amounts for tax liabilities of employees affected by the change in the deductibility of travel expenses made by Public Law 102-486.”

(b) CLERICAL AMENDMENT.—The table of sections at the beginning of chapter 57 of title 5, United States Code, is amended by inserting after the item relating to section 5706b the following new item:

“5706c. Reimbursement for taxes incurred on money received for travel expenses.”

(c) EFFECTIVE DATE.—This section shall be effective as of January 1, 1993.

SEC. 5. AUTHORITY FOR TEST PROGRAMS.

(a) TRAVEL EXPENSES TEST PROGRAMS.—Subchapter I of chapter 57 of title 5, United States Code, is amended by adding at the end the following new section:

“§5710. Authority for travel expenses test programs

“(a) Notwithstanding any other provision of this subchapter, under a test program which the Administrator of General Services determines to be in the interest of the Government and approves, an agency may pay

for a period not to exceed 24 months any necessary travel expenses in lieu of any payment otherwise authorized or required under this subchapter. An agency shall include in any request to the Administrator for approval of such a test program an analysis of the expected costs and benefits and a set of criteria for evaluating the effectiveness of the program.

"(b) The Administrator shall transmit a copy of any test program approved by the Administrator under this section to the appropriate committees of the Congress at least 30 days before the effective date of the program.

"(c) An agency authorized to conduct a test program under subsection (a) shall provide to the Administrator and the appropriate committees of the Congress a report on the results of the program no later than 3 months after completion of the program.

"(d) No more than 10 test programs under this section may be conducted simultaneously.

"(e) The authority to conduct test programs under this section shall expire 7 years after the date of enactment of the Travel and Transportation Reform Act of 1997."

(b) RELOCATION EXPENSES TEST PROGRAMS.—Subchapter II of chapter 57 of title 5, United States Code, is further amended by adding at the end the following new section:

"§ 5737. Authority for relocation expenses test programs

"(a) Notwithstanding any other provision of this subchapter, under a test program which the Administrator of General Services determines to be in the interest of the Government and approves, an agency may pay for a period not to exceed 24 months any necessary relocation expenses in lieu of any payment otherwise authorized or required under this subchapter. An agency shall include in any request to the Administrator for approval of such a test program an analysis of the expected costs and benefits and a set of criteria for evaluating the effectiveness of the program.

"(b) The Administrator shall transmit a copy of any test program approved by the Administrator under this section to the appropriate committees of the Congress at least 30 days before the effective date of the program.

"(c) An agency authorized to conduct a test program under subsection (a) shall provide to the Administrator and the appropriate committees of the Congress a report on the results of the program no later than 3 months after completion of the program.

"(d) No more than 10 test programs under this section may be conducted simultaneously.

"(e) The authority to conduct test programs under this section shall expire 7 years after the date of enactment of the Travel and Transportation Reform Act of 1997."

(c) CLERICAL AMENDMENTS.—The table of sections for chapter 57 of title 5, United States Code, is further amended by—

(1) inserting after the item relating to section 5709 the following new item:

"5710. Authority for travel expenses test programs.";

and

(2) inserting after the item relating to section 5737 the following new item:

"5737. Authority for relocation expenses test programs."

RULES OF PROCEDURE FOR THE COMMITTEE ON THE BUDGET, 105TH CONGRESS

The SPEAKER pro tempore. Under a previous order of the House, the gen-

tleman from Ohio [Mr. KASICH] is recognized for 5 minutes.

Mr. KASICH. Mr. Speaker, pursuant to clause 2 of House rule XI, I hereby submit for printing in the CONGRESSIONAL RECORD the Rules of Procedure for the Committee on the Budget for the 105th Congress. The Budget Committee adopted its rules on February 4, 1997 in a public meeting by a rollcall vote.

GENERAL APPLICABILITY

Rule 1—Applicability of House Rules

Except as otherwise specified herein, the Rules of the House are the rules of the committee so far as applicable, except that a motion to recess from day to day is a motion of high privilege.

MEETINGS

Rule 2—Regular meetings

(a) The regular meeting day of the committee shall be the second Wednesday of each month at 11 a.m., while the House is in session.

(b) The chairman is authorized to dispense with a regular meeting when the chairman determines there is no business to be considered by the committee. The chairman shall give notice in writing or by facsimile to that effect to each member of the committee as far in advance of the regular meeting day as the circumstances permit.

(c) Regular meetings shall be canceled when they conflict with meetings of either party's caucus or conference.

Rule 3—Additional and special meetings

(a) The chairman may call and convene additional meetings of the committee as the chairman considers necessary, or special meetings at the request of a majority of the members of the committee in accordance with House Rule XI, clause 2(c).

(b) In the absence of exceptional circumstances, the chairman shall provide notice in writing or by facsimile of additional meetings to the office of each member at least 24 hours in advance while Congress is in session, and at least 3 days in advance when Congress is not in session.

Rule 4—Open business meetings

(a) Each meeting for the transaction of committee business, including the markup of measures, shall be open to the public except when the committee, in open session and with a quorum present, determines by rollcall vote that all or part of the remainder of the meeting on that day shall be closed to the public in accordance with House Rule XI, clause 2(g)(1).

(b) No person other than members of the committee and such congressional staff and departmental representatives as the committee may authorize shall be present at any business or markup session which has been closed to the public.

Rule 5—Quorums

A majority of the committee shall constitute a quorum. No business shall be transacted and no measure or recommendation shall be reported unless a quorum is actually present.

Rule 6—Recognition

Any member, when recognized by the chairman, may address the committee on any bill, motion, or other matter under consideration before the committee. The time of such member shall be limited to 5 minutes until all members present have been afforded an opportunity to comment.

Rule 7—Consideration of business

Measures or matters may be placed before the committee, for its consideration, by the chairman or by a majority vote of the members of the committee, a quorum being present.

Rule 8—Procedure for consideration of budget resolution

(a) It shall be the policy of the committee that the starting point for any deliberations on a concurrent resolution on the budget should be the estimated or actual levels for the fiscal year preceding the budget year.

(b) In developing a concurrent resolution on the budget, the committee shall first proceed, unless otherwise determined by the committee, to consider budget aggregates, functional categories, and other appropriate matters on a tentative basis, with the document before the committee open to amendment; subsequent amendments may be offered to aggregates, functional categories, or other appropriate matters which have already been amended in their entirety.

(c) Following adoption of the aggregates, functional categories, and other matters, the text of a concurrent resolution on the budget incorporating such aggregates, functional categories, and other appropriate matters shall be considered for amendment and a final vote.

Rule 9—Rollcall votes

A rollcall of the members may be had upon the request of at least one-fifth of those present. In the apparent absence of a quorum, a rollcall may be had on the request of any member.

HEARINGS

Rule 10—Announcement of hearings

The chairman shall make public announcement of the date, place, and subject matter of any committee hearing at least 1 week before the hearing, beginning with the day in which the announcement is made and ending the day preceding the scheduled hearing unless the chairman, with the concurrence of the ranking minority member, or the committee by majority vote with a quorum present for the transaction of business, determines there is good cause to begin the hearing sooner, in which case the chairman shall make the announcement at the earliest possible date.

Rule 11—Open hearings

(a) Each hearing conducted by the committee or any of its task forces shall be open to the public except when the committee or task force, in open session and with a quorum present, determines by rollcall vote that all or part of the remainder of that hearing on that day shall be closed to the public because disclosure of testimony, evidence, or other matters to be considered would endanger the national security, or would compromise sensitive law enforcement information, or would tend to defame, degrade, or incriminate any person, or would violate any law or rule of the House of Representatives. The committee or task forces may be the same procedure vote to close one subsequent day of hearing.

(b) For the purposes of House Rule XI, clause 2(g)(2), the task forces of the committee are considered to be subcommittees.

Rule 12—Quorums

For the purpose of hearing testimony, not less than two members of the committee shall constitute a quorum.

Rule 13—Time for questioning witnesses

(a) Committee members shall have not to exceed 5 minutes to interrogate each witness until such time as each member who so desires has had an opportunity to interrogate such witness.

(b) After all members have had an opportunity to ask questions, the round shall begin again under the 5-minute rule.

(c) In questioning witnesses under the 5-minute rule, the chairman and the ranking minority member may be recognized first, after which members may be recognized in