104TH CONGRESS, 1st Session | HOUSE OF REPRESENTATIVES | REPORT 104–420

ALBERT V. BRYAN UNITED STATES COURTHOUSE

DECEMBER 18, (legislative day, DECEMBER 15), 1995.—Referred to the House Calendar and ordered to be printed

Mr. SHUSTER, from the Committee on Transportation and Infrastructure, submitted the following

REPORT

[To accompany S. 965]

The Committee on Transportation and Infrastructure, to whom was referred the Act (S. 965) to designate the United States Courthouse for the Eastern District of Virginia in Alexandria, Virginia, as the Albert V. Bryan United States Courthouse, having considered the same, report favorably thereon without amendment and recommend that the Act do pass.

The Committee on Transportation and Infrastructure, to whom was referred the bill (S. 965) designating the United States courthouse located at Courthouse Square South and Jamieson Avenue, Alexandria, Virginia, as the "Albert V. Bryan United States Courthouse," having considered the same, report favorably thereon without amendment and recommend that the act do pass.

Albert V. Bryan is one of Virginia's most distinguished jurists. Judge Bryan was appointed to the United States District Court in 1947 by President Harry S. Truman, and appointed to the Court of Appeals in 1961 by President John F. Kennedy. However, Judge Bryan is probably best known for his efforts in the area of school desegregation.

In 1958, Judge Bryan issued an order directing the enrollment of four black students in Arlington's all-white Stratford Junior High School, which led to the first day of school desegregation in the history of Virginia. Judge Bryan also was a member of the judicial panel responsible for the desegregation of public schools in Prince Edward County. This case became a part of the cases which led to the Supreme Court's 1954 landmark decision in *Brown v. Board of Education,* which declared segregation in public schools unconstitutional.

29–006

In his years on the Federal bench, Judge Bryan earned a reputation as a legal conservative and a strict constructionist. He compiled over 322 opinions as a circuit judge and 18 opinions as a district judge, being reversed in only four cases.

S. 965 is a fitting tribute to this distinguished Virginia jurist.

COMPLIANCE WITH RULE XI

With respect to the requirements of clause 2(l)(3) of rule XI of the Rules of the House of Representatives:

(1) The Committee held hearings on this legislation on December 7, 1995.

(2) The requirements of section 308(a)(1) of the Congressional Budget Act of 1974 are not applicable to this legislation since it does not provide new budget authority or new or increased tax expenditures.

(3) The Committee has received no report from the Committee on Government Reform and Oversight of oversight findings and recommendations arrived at under clause 4(C)(2) of rule X of the Rules of the House of Representatives.

INFLATIONARY IMPACT STATEMENT

Under clause (2)(l)(4) of rule XI of the Rules of the House of Representatives, the Committee on Transportation and Infrastructure estimates that enactment of S. 965 will have no significant inflationary impact on prices and costs in the operation of the national economy.

COST OF LEGISLATION

Clause 7(a) of rule XIII of the Rules of the House of Representatives requires a statement of the estimated cost to the United States which will be incurred in carrying out S. 965, as reported, in fiscal year 1996, and each of the following five years. Implementation of this legislation is not expected to result in any increased costs to the United States.

COMMITTEE ACTION AND VOTE

In compliance with clause (2)(l)(2) (A) and (B) of rule XI of the Rules of the House of Representatives, at a meeting of the Committee on Transportation and Infrastructure on December 14, 1995, a quorum being present, S. 965 was unanimously approved by a voice vote and ordered reported.

○