

DESIGNATION OF E. BARRETT PRETTYMAN UNITED STATES
COURTHOUSE

MAY 21, 1996.—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 H.R. 3029]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 3029) to designate the United States courthouse in Washington, District of Columbia, as the “E. Barrett Prettyman United States Courthouse”, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

E. Barrett Prettyman was born in Lexington, Virginia on August 23, 1891. He attended school in Washington, D.C. and Baltimore, Maryland. He received his undergraduate degree from Randolph-Macon College in Ashland, Virginia and earned his law degree from the Georgetown University School of law.

Judge Prettyman served on the Federal Bench for 26 years. He was first appointed in 1945 and sat as Chief Judge of the United States Circuit Court from 1953 to 1960. He was widely regarded as one of America’s leading legal scholars, and perhaps best known for his pioneering efforts in the area of judicial reform.

As a jurist, Judge Prettyman’s most noted opinion was delivered in 1959 when he ruled that the State Department has the right to bar travel by United States Citizens to certain areas, stating that “while travel is a right, it can be restrained like any other right.” This decision was ultimately upheld by the United States Supreme Court.

Judge Prettyman also served as chairman of the Judicial Conference. He had a reputation of seeking insight and counsel from his colleagues to better understand the issues of improving the efficiency of the judicial system, especially in the area of juvenile adju-

dication. He actively participated in Congressional proceedings and testified on numerous occasions before the committees of Congress, advocating measures for court expansion.

There were other civic responsibilities which he carried out. Judge Prettyman served as an appointee during the Kennedy and Johnson Administrations. Under President Kennedy he served as chairman of the panel to inquire into the "U-2 incident," and aided President Johnson as chairman of a committee studying the feasibility of phasing out VA hospitals.

Judge Prettyman was a strong advocate of providing legal assistance to the indigent, establishing a program at Georgetown University to train attorneys to better assist indigent clients. He died on August 4, 1971 at the age of 79.

Judge Prettyman is remembered as an exceptionally able and scholarly judge. It is a fitting tribute to designate the United States Courthouse in Washington, D.C. in his name.

COMPLIANCE WITH RULE XI

With respect to the requirements of clause 2(1)(3) of rule XI of the Rules of the House of Representatives:

(1) The Committee held hearings on this legislation on March 6, 1996.

(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.

(4) With respect to clause 2(1)(3)(C) of rule XI of the Rules of the House of Representatives and Section 403 of the Congressional Budget Act of 1974, a cost estimate by the Congressional Budget Office was received by the Committee. The report follows:

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, May 20, 1996.

Hon. BUD SHUSTER,
Chairman, Committee on Transportation and Infrastructure, House of Representatives, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has reviewed H.R. 3029, a bill to designate the United States Courthouse in Washington, District of Columbia, as the "E. Barrett Prettyman United States Courthouse," as ordered reported by the House Committee on Transportation and Infrastructure on May 9, 1996. We estimate that enacting H.R. 3029 would result in no significant cost to the federal government. The bill would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply.

In addition, H.R. 3029 contains no intergovernmental or private sector mandates as defined by Public Law 104-4, and would impose no direct costs on state, local, or tribal governments.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is John R. Righter.

Sincerely,

JAMES L. BLUM
(For June E. O'Neill, Director).

INFLATIONARY IMPACT STATEMENT

Under (2)(1)(4) of rule XI of the Rules of the House of Representatives, the Committee on Transportation and Infrastructure estimates that enactment of H.R. 3029 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 H.R. 3029, as reported, in fiscal year 1997, 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)(1)(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 May 9, 1996, a quorum being present, H.R. 3029 was unanimously approved by a voice vote and ordered reported.