

DESIGNATION OF MARK O. HATFIELD 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. 3134]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 3134) to designate the United States Courthouse under construction at 1030 Southwest 3d Avenue, Portland Oregon, as the “Mark O. Hatfield United States Courthouse”, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

Senator Mark O. Hatfield was born on July 12, 1922 in Dallas, Oregon. He earned his Bachelors Degree from Willamette University in 1943. Following his tour of duty in World War II as a Navy Lieutenant, j.g. and following military service, he returned to Stanford University to earn his Master’s Degree in political science in 1948.

In 1950, while teaching and serving as Dean of Students at Willamette University, Senator Hatfield began his political career in the Oregon Legislature. After two terms in the Oregon House of Representatives and two years in the Oregon Senate, at the age of 34 he became the youngest Secretary of State in Oregon history. He was elected Governor of Oregon in 1958 and became the state’s first two-term governor in the twentieth century when he was re-elected in 1962. In 1966, then-Governor Hatfield was elected to the United States where he served with distinction for 30 years. In August 1993, Senator Hatfield became the longest serving U.S. Senator from Oregon, surpassing the previous record set by Senator Charles McNary.

A deeply religious man, Senator Hatfield always pursues peaceful resolutions to world conflicts. In 1992, his efforts to bring an end to the proliferation of nuclear weapons were instrumental in the passage of his legislation which called for an end to U.S. nuclear testing. Additionally, he is a leader in the area of domestic dispute resolution and has sought to bring about religious solutions to natural resource conflicts. As the Chairman of the Senate Appropriations Committee, he sought to protect the environment while preserving the economic viability of Oregon and other states which rely heavily on natural resources. Senator Hatfield is also known as a leading advocate of international human rights. A prominent spokesperson on behalf of the world's 14 million refugees, he has received numerous national and international awards for work in this area.

It is fitting and appropriate to name the United States Courthouse in Portland, Oregon in his honor.

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 did not hold hearings on this legislation.

(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 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. 3134, a bill to designate the United States Courthouse under construction at 1030 Southwest 3d Avenue, Portland, Oregon, as the "Mark O. Hatfield United States Courthouse," and for other purposes, as ordered reported by the House Committee on Transportation and Infrastructure on May 9, 1996. We estimate that enacting H.R. 3134 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. 3134 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. 3134 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. 3134, 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. 3134 was unanimously approved by a voice vote and ordered reported.