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104TH CONGRESS, 2d Session | HOUSE OF REPRESENTATIVES | REPORT 104–780

W. EDWARDS DEMING FEDERAL BUILDING

SEPTEMBER 10, 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. 3535]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 3535) to redesignate a Federal building in Suitland, Maryland, as the "W. Edwards Deming Federal Building", having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

Dr. William Edwards Deming was a renowned expert on business management. He was born in Powell, Wyoming, attended local schools and received his Bachelor of Science degree from the University of Wyoming, his Master of Science degree from the University of Colorado and his Doctorate from Yale University.

In 1927, Dr. Deming began his public service career with the Department of Agriculture as a physicist. He then moved on to the Bureau of Census to become the Mathematical Advisor to the Chief of the Population Division, where he developed and designed statistical sampling techniques for use in the national census. His interest in quality and management led him to introduce sampling as a quality measurement technique for punch card verification and other processing activities in the 1940 census.

In 1945, Dr. Deming commenced on a second distinguished career as a statistics and management consultant to several foreign governments, including Austria, France, Germany, India, Turkey, and most notably, Japan.

Dr. Deming's innovative theories were based on the premise that most product defects resulted from management shortcomings rather than careless workers. He further posited that "inspection after the fact" was an inferior form of quality control, and focused on improving design processes which would produce better quality. He argued that enlisting the efforts of willing workers to do things cor-

29–006

rectly the first time, coupled with providing them the proper tools, were the key to improving product quality.

It is a fitting tribute to name this Census Bureau facility in honor of Dr. Deming.

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 Subcommittee held a hearing and markup on this legislation on July 31, 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(l)(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, August 6, 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. 3535, a bill to redesignate a federal building in Suitland, Maryland, as the "W. Edwards Deming Federal Building," as ordered reported by the House Committee on Transportation and Infrastructure on August 1, 1996. We estimate that enacting H.R. 3535 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. 3535 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act of 1995 (Public Law 104–4) and would not affect the budgets of 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,

JUNE E. O'NEILL, *Director.*

INFLATIONARY IMPACT STATEMENT

Under (2)(l)(4) of rule XI of the Rules of the House of Representatives, the Committee on Transportation and Infrastructure estimates that enactment of H.R. 3535 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. 3535, 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)(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 August 1, 1996, a quorum being present, H.R. 3535 was unanimously approved by a voice vote and ordered reported.

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