

friends in Ireland, spending time at their condo in Catawba, and Mr. O'Malley's natural knack for making wonderful pancakes for his nine grandchildren.

Mr. Speaker and Colleagues, please join me in honor, gratitude and recognition of Michael Owen O'Malley, whose joyous life is an ongoing source of love, devotion, and inspiration to his family and friends as they gather to celebrate his 76th birthday and to recognize his continuous commitment to his family, friends and community. His work in securing the welfare and safety of the residents of the City of Cleveland is framed by exceptional courage, heart, dignity and integrity, and has forever raised the spirits and lives of countless individuals and families throughout our community. I wish Mr. O'Malley and his family an abundance of peace, health and happiness, today and for all days to come.

A TRIBUTE TO THE LIFE OF  
GEORGE MCKEAN

**HON. JIM COSTA**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 29, 2006*

Mr. COSTA. Mr. Speaker, I rise today to remember and pay tribute to the life of George McKean. Mr. McKean was devoted to his family and to his hometown, Riverdale, where he was a prominent figure in agriculture, business and civic life. He passed away on May 18, 2006.

At a very young age, Mr. McKean became involved with their family's business, McKean's Grocery Store which they have owned for over 65 years. Aside from working at the grocery store, he was constantly involved in his community and has helped obtain services that were needed such as water, sewer, waste disposal and fire protection.

George played a significant role in his hometown's farming industry and its surrounding communities. He has had a longtime involvement in a farming operation in the Riverdale, Kings River and North Fork areas. Together with his brother, he owned and leased 970 acres of farmland of which one-third is in cotton and the rest with wheat, barley and alfalfa. He served as the Director of Ranchers Cotton Oil and spearheaded the formation of West Valley Cotton Growers Gin where he also served as President.

In addition to farming, Mr. McKean dedicated his attention to the water industry in his community. He served as the Division IV Director for the Kings River Conservation District from 1972–1995. Mr. McKean's term in the KRCO comprises many accomplishments including the formation of the Mid-Valley Water Authority, which he has chaired since 1982. George has given a significant consideration to water as he recognizes the need for a supplemental water supply for deficit areas such as his community. Mr. McKean was a strong advocate for the alleviation of chronic groundwater overdraft conditions in his region. He was a past chairman of the Kings River Conservation District and was a member of the Fresno County Water Advisory Committee.

Mr. McKean was an active proponent for water and farming but he has also served his country and his hometown of Riverdale in other significant ways. During World War II, he

joined the U.S. Coast Guard where he served his country from 1942 to 1945. He served local organizations such as Rodeo Association, American Legion, Veterans of Foreign Wars, Lions Club, Chamber of Commerce, Volunteer Fire Department, Public Utility District, and Elementary School Board of Trustees. For his outstanding efforts, the Riverdale Chamber of Commerce chose him as the Man of the Year in 1979. Furthermore, he served as the Director of Caruthers' Bank and as a Financial Chairman for Congressman Bernice Sisk.

Mr. McKean was preceded in death by Myrtle, his wife of 65 years; and his brother Archie. He is survived by his brother, Charles; his daughter Carol Copley and her husband Ron; his son George D. McKean II and his wife Linda; his daughter Debbie Ella and her husband Craig; his son Mark McKean and his wife Megan. He is also survived by eight grandchildren and six great-grandchildren.

George McKean devoted his life to his country, community and family where his dedication and love was unwavering. His zeal and commitment to advance his community will be missed, as well as an inspiration for us all. His life and his accomplishments will always be remembered.

INTRODUCTION OF THE RAIL AND  
PUBLIC TRANSPORTATION SECURITY  
ACT OF 2006

**HON. BENNIE G. THOMPSON**

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 29, 2006*

Mr. THOMPSON of Mississippi. Mr. Speaker, next month marks the first anniversary of the London mass transit bombings. On July 7 and, subsequently, July 21, Americans watched in shock as terrorists struck at the heart of our ally's mass transit and bus systems, killing 56 people and injuring more than 700 others. The July 7 attack started at the heart of rush hour, with three bombs exploding at 8:50 a.m. on London's Underground subway system. Less than an hour later at 9:47 a.m., as London's subway system was completely shut down, an explosion tore through the back of the number 30 Hackney to Marble Arch bus. The victims of these attacks were ordinary people, not that different from many Americans, who were going about their usual routine of commuting to work, school, or tourist sites.

After the bombings, Congress called on the Administration to move quickly to reinforce our Nation's rail and mass transit systems to prevent such an attack from happening on American soil. Yet, nearly a year later, the Department of Homeland Security and the Transportation Security Administration (TSA) have failed to produce a comprehensive strategy to secure America's rail and mass transit systems. In addition, the Department and TSA continue to focus almost exclusively on aviation security, spending \$9 per air passenger, as compared to only one penny per rail/mass transit security passenger.

The Department has made excuses for this failure by stating that mass transit security is a shared responsibility between Federal, State, and local partners, and that the Federal Government has provided significant support

for the past three years. This "partnership," however, has long left state and local governments paying the check without really knowing what they are paying for and why.

The Department's failures extend beyond its ability to get along with state and local Governments. The Department has not actively engaged the private sector and frontline employees of the rail and mass transit systems. These men and women are the eyes and ears of these systems, yet the Administration has not adequately consulted with them on its initiatives. Nor has the Administration ensured that they are trained to respond to a terrorist event.

Finally, the Federal Government has not moved forward with critical plans to secure our Nation's rail and mass transits. Instead, the Administration continues to approach the problem with piecemeal solutions instead of developing an overarching strategy that could be used to guide initiatives. Similarly, the Administration also has failed to devote significant resources and manpower to rail and mass transit research and development (R&D). Technology will play an important role in deterring and preventing future chemical, biological, or chemical attacks.

The Rail and Public Transportation Security Act of 2006 will make our Country more secure by mandating that the Department of Homeland Security take concrete and decisive steps to secure our Nation's rail and public transportation systems. This bill requires a National Rail and Public Transportation Security Plan which will supplement the existing National Strategy for Transportation Security. This plan will (1) clarify roles and responsibilities of Federal, State, and local agencies in securing rail and public transportation systems; (2) strengthen intelligence sharing, (3) lay out plans for public outreach and education initiatives; (4) create a framework for resuming operations in the event of an attack; (5) include a strategy and timeline for research and development of new security technologies; and (6) describe lessons learned from past attacks.

The bill also requires the creation of Area Rail and Public Transportation Security Plans. Modeled after the Area Maritime Transportation Security Plans required under current law for regions with several ports, these area plans will strengthen security planning in regions where there are more than one rail or public transportation entity, such as in the New York-New Jersey area.

Furthermore, the bill requires Rail and Public Transportation Systems to submit vulnerability assessments and security plans to the Department for approval. Modeled after the vulnerability assessments and security plans that ports already have to submit under current law, these provisions will ensure that rail and public transportation systems adequately evaluate their risks and vulnerabilities and are taking steps to address any security weaknesses. The Secretary must approve or disapprove each vulnerability assessment and security plan. Vulnerability assessments and security plans must be reviewed and updated at least every five years.

These plans will be useless unless enforced. For that reason, this bill gives the Secretary the authority to issue administrative and civil penalties for violations and to seek criminal penalties for knowing and intentional violations.

Information and intelligence sharing must also be improved. This bill will fix the current problems by requiring the Department of Homeland Security, in consultation with the Department of Transportation, to issue a Rail and Public Transportation Strategic Information Sharing Plan to strengthen the intelligence updates provided to rail and public transportation systems.

Another critical component to this bill is its provisions improving training and exercises. If an attack does occur in the United States, proper training and exercises could make the difference between life and death for front-line workers, first responders, and passengers. This bill requires rail and public transportation systems to train their employees on how to prevent, prepare for, and respond to a terrorist attack. It also establishes a Rail and Public Transportation Security Exercise Program to test the preparedness of rail and public transportation systems for a terrorist attack.

It will cost substantial sums to implement the security measures needed to prevent a possible attack on U.S. rail and public transportation systems. This bill authorizes \$400 million per year over the next 6 years for a grant program dedicated to rail and public transportation security. In addition, this bill authorizes \$150 million over the next 3 years for advanced research and development that will find solutions to the security threats faced by rail and public transportation systems. Finally, the bill authorizes \$26.4 million per year over the next 6 years to hire 200 new rail security inspectors per year. There are only 100 rail security inspectors at the present time.

The security gap remaining in rail and public transportation is still a major threat to our Nation. The Rail and Public Transportation Security Act of 2006 will take substantial steps to close that security gap. I hope this Congress moves quickly to pass this bill.

#### TRIBUTE TO DOUG TANNER

##### HON. JOHN LEWIS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 29, 2006*

Mr. LEWIS of Georgia. Mr. Speaker, I rise today to honor a man and a moment in history. The U.S. Congress has been blessed by the vision and the faith of the Reverend Douglas Tanner, and we have been deeply moved by his invocation today.

Mr. Speaker, it takes wisdom to lead the leaders of men. It takes faith to hear the voice of the spirit through the rush and tumble of the U.S. Congress. But the Bible says that "many are called, but few are chosen."

God knew that the humility and the faith of Rev. Doug Tanner would serve as a powerful witness among us. As the founder and leader of the Faith and Politics Institute, he has led us on a moral mission. He has led us on a journey of the soul through meditation and prayer. He has led us through the pilgrimages through Alabama, Tennessee, and Virginia. He has helped to remind us that our faith is the key to all that we can accomplish here.

Mr. Speaker, when historians pick up their pens and write the story of this Congress in the latter part of the 20th century and the first part of the 21st century, they will have to say that one man, who was not chosen by men,

but was chosen by God, led Democrats and Republicans, Members of the House and the Senate to understand that the way of peace, the way of love, the way of non-violence is the more excellent way.

Doug, we are deeply indebted to you for all that you have done to help build Beloved Community. We are deeply grateful for your vision, for your courage and your faith.

#### TRIBUTE TO SPECIALIST KEVIN DOWNS

##### HON. JIM COOPER

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 29, 2006*

Mr. COOPER. Mr. Speaker, what does it mean to be a hero today? We each have our own ideas about what act of bravery earns a man or woman that very special privilege—the honor to be called a hero, to be saluted by friends and neighbors and strangers alike for doing something extraordinary that, at that moment in time, just seemed like the right thing to do.

Today, I am honored to stand before you here, on the floor of the House of the Representatives, to tell you and all of America about someone I consider a true hero. This young man has inspired me and so many others around the world who have heard his story of courage and patriotism.

On August 13th, 2005, Specialist Kevin Downs of Kingston Springs, Tennessee was traveling in a Humvee near the city of Tuz in northeastern Iraq with three other members of the 278th Armored Cavalry Regiment. The Humvee was struck by four explosive devices. Kevin was blown 60 feet. He lost both legs, his arm was broken, he was severely burned over 60 percent of his body, including burns to his eyes, throat and lungs. He was 20 years old and had been in Iraq eight months.

Specialist Downs was the only survivor of the IED attack that day. His three friends, crewmates and fellow Tennesseans were killed that day: 22-year-old Gary Lee Reese of Ashland City, 35-year-old Staff Sgt. Asbury "Fred" Hawn, Jr of Lebanon and 30-year-old Shannon D. Taylor of Smithville.

Specialist Downs was first evacuated to a hospital in Germany where his injuries were stabilized. As his father Joe told friends and reporters at the time: "The young man is fighting and battling, and he's going to make it." Joe and Catherine Downs remained at his bedside during his time in the ICU in Germany.

As soon as possible, Kevin was transferred to a burn unit at the Brooke Army Medical Center in Fort Sam Houston in San Antonio, Texas. But the challenges were far from over. Since his injuries almost one year ago, Kevin has endured more surgeries than his family can even count—two in the last ten days. He is able to get around using a wheelchair today, his father reports. And he is learning to maneuver using his prosthesis. His father adds that any time he and Catherine fall into the habit of saying they'll do something for him, Kevin politely but firmly refuses saying, no, he wants to do it for himself.

Kevin's determination and positive outlook have touched the hearts of so many. Thanks to local news coverage of his challenges,

Kevin has received thousands of letters of support from folks around the world. His resolve and bravery as he faces the latest surgeries and treatment have made him a true hero to all of us in Tennessee.

We had all hoped Kevin would be able to join us this July 4th for the annual Independence Day Parade in Pegram. He's doing great, his family reports, but it looks like his treatment is going to keep him in Texas just a little longer. But Kevin is going to be the Grand Marshall of the parade anyway. His parents will be there in his place on the 4th—and we all look forward to the day when we get to welcome Kevin back home to Tennessee and have the chance to thank him personally for his service to our country and congratulate him on his recent promotion to sergeant.

#### IN RECOGNITION OF JERRY AND VIRGINIA GREENWOOD

##### HON. MIKE ROGERS

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 29, 2006*

Mr. ROGERS of Alabama. Mr. Speaker, I would like to pay tribute to a very special occasion today—the 50th wedding anniversary of Jerry and Virginia Greenwood.

In April of 1954, Jerry Greenwood of Blue Mountain, and Virginia Hicks of Oxford met while working together at the Anniston Playland Skating Rink. Mr. and Mrs. Greenwood married 2 years later, on June 30, 1956. They lived and worked in Oxford, and moved to Blue Mountain where Jerry worked for the City of Anniston Parks and Recreation Department.

The couple relocated to Saks and raised their two sons, Rodney and Ryan. Mr. Greenwood was involved in the Saks Youth baseball program and coached and sponsored several of his sons' teams. Mr. Greenwood retired from the City of Anniston and opened Greenwood Auto Sales, while Mrs. Greenwood retired from Blue Mountain Industries.

Today, the couple attends Saks Baptist Church, where Mr. Greenwood once served as the bi-vocational music director. They are proud grandparents of Chase, Cameron, Caylor, Carmyn and Cassidy Greenwood.

I salute this lovely couple on the 50th year of their life together and join their family in honoring them on this special occasion.

#### TRIBUTE TO MIKE VADALA

##### HON. THOMAS M. REYNOLDS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 29, 2006*

Mr. REYNOLDS. Mr. Speaker, it is with great pleasure that I rise today to recognize the retirement of Mike Vadala as the Chairman of the National Association of Federal Credit Unions (NAFCU). Elected to the NAFCU Board in 1997, Mike has been a leader in the credit union community both nationally and within my great state of New York.

For the past 9 years, Mr. Vadala has been balancing his time as a NAFCU Board Member including this past year as the Chairman of the NAFCU Board, along with his responsibilities as President/CEO of The Summit