

CELEBRATING THE DEDICATION  
OF THE TOM HARPOOL WATER  
TREATMENT PLANT

**HON. MICHAEL C. BURGESS**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 7, 2008*

Mr. BURGESS. Madam Speaker, I rise today to celebrate the dedication of the Tom Harpool Water Treatment Plant. The dedication ceremony for this new water plant in North East Denton County, Texas, is scheduled for May 13, 2008. The facility is named after the past president of the Upper Trinity Regional Water District President, Tom Harpool, a water pioneer for the Denton County area.

The water treatment plant incorporates technology that is at the forefront of the industry and will improve the reliability of the water system for the entire region. It is the first facility in the area that will incorporate advanced membrane technology. This new technology is the latest advancement in the treatment of potable water that will provide a barrier against pollutants as well as helping to assure the health and security of all water that leaves this facility.

With the naming of this facility, the Upper Trinity Regional Water District is bestowing a well-deserved honor on a local civil leader. Tom Harpool is credited with securing the large water supply the people of his community will require in the future. Mr. Harpool began his service in 1954 by serving on the Denton Independent School District Board of Trustees. Since then he has committed his life to serving his community, and Denton County is a better place because of it.

Madam Speaker, I hope you will join me in rising to celebrate the dedication of the Tom Harpool Water Treatment Plant in the 26th District of Texas. I am proud to represent this area and I am glad to know that the people of my district have this remarkable facility to provide them the highest quality water possible. I am comforted knowing the Denton County vicinity will have a healthy and secure water supply for many years to come.

INTRODUCTION OF THE "BIOMETRIC  
ENHANCEMENT FOR AIR-  
PORT-RISK REDUCTION ACT OF  
2008"

**HON. BENNIE G. THOMPSON**

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 7, 2008*

Mr. THOMPSON of Mississippi. Madam Speaker, today, I am introducing the Biometric Enhancement for Airport-Risk Reduction Act of 2008, also cited as the BEAR Act of 2008.

Nearly a year ago, I stood here before you to discuss H.R. 1, legislation implementing the unfinished business of the 9/11 Commission recommendations to secure America against terrorism. Since its enactment, the Committee has continued aggressive oversight of the Transportation Security Administration's efforts to comply with security mandates set forth in one of the most important laws enacted by this Congress, the Implementing the Recommendations of the 9/11 Commission Act of 2007 (P.L. 110-53).

I must recognize Assistant Secretary Kip Hawley, the head of the Transportation Security Administration, TSA, who has always shown a willingness to engage in open dialogue with me and Committee Members when we have raised particular questions or concerns having to do with TSA. One area of concern that has been raised on numerous occasions is how to best strengthen security for airport workers with unescorted access to sterile and secure areas of the airport. I strongly believe that biometric technologies can be an invaluable homeland security tool—especially with regard to this security challenge.

I am introducing the BEAR Act to promote progress on this issue and legislate a smart security approach that promotes collaboration between TSA, industry, and other key stakeholders to provide airports with a blueprint on how to make biometrics work for them. Specifically, the bill requires TSA to study how airports can transition to uniform, standards-based and interoperable biometric identifier systems for airport workers with unescorted access. TSA, together with a working group comprised of key stakeholders, will examine existing programs and identify approaches that can enhance protections for secure and sterile areas of the airport.

Additionally this bill requires TSA to provide Congress and airport operators with a breakdown on best practices for utilizing biometrics to better protect airports. Today, workers with unescorted access to this critical infrastructure go through background screening to get issued badges that includes terror watch list checks. While this is a necessary and important check, a job applicant's biometrics are not being captured to check against biographic information provided and establish identity. This is a problem, as revealed when Federal law enforcement raided Chicago's O'Hare International Airport in November 2007 and arrested 23 people for fraudulently securing badges to gain access to sensitive airport locations. According to the charging affidavit, more than 100 temporary workers were found to be in possession of the fraudulent badges and the staffing agency that sponsored told them that they needed identification, but such identification did not have to be legitimate. Studying approaches to bring biometrics into airports is all the more important since the struggling Transportation Worker Identification Credential, TWIC, program is not likely to be introduced into the airport environment any time soon.

Additionally, this bill requests TSA to consider existing parallel biometric security systems such as FIPS 201-compliant cards, TWIC, and the GSA Smart Card. This bill is not about re-inventing the wheel or putting a stop to any good work at TSA on this issue. It is about encouraging public-private partnerships and promoting an open dialogue between TSA, industry, and Congress on how best to secure our airports.

Madam Speaker, I ask that you support the BEAR Act, for it frames a series of important biometric and security credentialing issues that need to be addressed in a study and that will build on what this Congress has supported in the past. More importantly, it will provide Congress with the necessary information to continue building on smart, efficient and effective airport security measures needed to secure Americans and protect this critical sector in our economy.

RECOGNIZING RABBI HOWARD  
SHAPIRO ON THE OCCASION OF  
HIS RETIREMENT

**HON. RON KLEIN**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 7, 2008*

Mr. KLEIN of Florida. Madam Speaker, I rise today to honor a leader in our community. A man of faith and a deep generosity of spirit, Rabbi Howard Shapiro has served his congregation at Temple Israel in Palm Beach County, Florida, with distinction for the last 27 years. His retirement in June will be bitter-sweet for all those who have come to know the rabbi.

Rabbi Howard Shapiro has served our community for nearly 30 years and has also served our country as an Army chaplain in Vietnam. The rabbi is a family man, and often speaks proudly of his wife, Eileen, his son, David, and daughter, Rachel, and her husband Bobby Green. The Shapiros have five grandchildren—Tali, Jacob, Maya, Samantha and Cory.

Since coming to South Florida, Rabbi Shapiro has been a steadfast leader, serving as president of the Palm Beach County Board of Rabbis and Urban Interfaith Council. He leads his congregation in regular good works, mitzvot, that include helping the elderly and the needy.

Rabbi Shapiro is not only a leader in our Jewish community. He frequently organizes joint programming with Christian congregations and interfaith groups. The rabbi is a community builder in the Palm Beaches, bridging different institutions and forging links between people, traditions and congregations. He cares deeply for Jewish education and loves to teach and to learn.

Rabbi Shapiro has been a blessing to the thousands of congregants he has served over the years. He will be sorely missed.

HONORING THOMAS S. CONELY,  
SR., OF DADE CITY, FLORIDA

**HON. GINNY BROWN-WAITE**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 7, 2008*

Ms. GINNY BROWN-WAITE of Florida. Madam Speaker, I rise today to honor an American soldier who was wounded in service to our Nation during the conflict in Vietnam. Mr. Thomas S. Conely, Sr., is a Marine who served with honor and distinction on the battlefield. It is truly an honor to present this brave patriot with his long overdue Purple Heart medal.

Born in Wheeling, West Virginia, Mr. Conely's family moved to Pittsburgh when he was in ninth grade. Enlisting in the Marine Corps at the age of eighteen, Mr. Conely was one of about 78 enlistees dubbed the "Pittsburgh Pirate Platoon" when, all gathered around home plate for the ceremony, they were sworn into the Marines in the 7th inning of a baseball game at Forbes Field.

After completing his basic training at Parris Island, South Carolina, Mr. Conely went on to attend radio operator school in California and then served as the 2531 Field Radio Operator

with the 9th Marines in Vietnam. Near the end of his tour of duty, his unit was near the Rock Pile in the Northern Eye Core of Vietnam when a mortar round landed between Mr. Conely and another soldier. The other man was thrown 23 feet and killed, while Mr. Conely ended up with shrapnel throughout his body.

A third generation soldier whose grandfather served in World War I and his father in World War II, Mr. Conely's wounds sadly forced him to leave the military. He had planned to make a career in the Marines, but after the blast injured him in Vietnam he returned to Bethesda Naval Hospital where he remained for 13 months prior to being discharged. Continuing the tradition of military service, Mr. Conely's three sons have all served in the Marine Corps, and one has had four tours of duty in Iraq.

Madam Speaker, it is soldiers like Thomas S. Conely, Sr., who joined the military to protect the freedoms that all Americans hold dear. While brave men like Mr. Conely were wounded fighting for freedom and liberty, his family, friends and loved ones know that this Congress will always remember his bravery and commitment in battle.

#### INTRODUCTION OF THE TAX RELIEF FOR TRANSPORTATION WORKERS ACT

**HON. RON PAUL**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 7, 2008*

Mr. PAUL. Madam Speaker, I rise to introduce the Tax Relief for Transportation Workers Act. This legislation helps those who work in the port industry cope with the costs of complying with Congress's mandate that all those working on a port obtain a Transportation Worker Identity Card (TWIC). The Tax Relief for Transportation Workers Act provides a tax credit to workers who pay the costs of obtaining TWICs. The credit is refundable against both income and payroll tax liabilities. This legislation also provides a tax deduction for businesses that pay for their employees to obtain a TWIC.

When Congress created the TWIC requirement, it placed the burden of paying the cost of obtaining the card on individual workers. Imposing the costs of obtaining TWICs on port workers has several negative economic impacts that Congress should help mitigate by making the cost associated with obtaining a TWIC tax deductible. According to the Department of Homeland Security, a port worker will have to pay between \$100 and \$132 dollars to obtain a card. The worker will also have to pay a \$60 fee for every card that is lost or damaged. Even those employers whose employees pay the substantial costs of obtaining TWICs for their workforce are adversely affected by the TWIC requirement, as the money employers pay for TWICs is money that cannot go into increasing their workers' salaries. The costs of the TWIC requirement may also cause some employers to refrain from hiring new employees.

Ironically, many of the employees whose employers are unable to pay the TWIC are part-time or temporary workers at the lower end of the income scale. Obviously, the TWIC

requirement hits these workers the hardest. According to Recana, an employer of port workers in my district, the fee will have a "significant impact" on port workers.

Unless Congress acts to relieve some of the economic burden the TWIC requirement places on those who work in the port industry, the damage done could reach beyond the port employers and employees to harm businesses that depend on a strong American port industry. This could be very harmful to both interstate and international trade.

Regardless of what one thinks of the merits of the TWIC card, it is simply not right for Congress to make the port industry bear all the costs of TWIC. I therefore urge my colleagues to stand up for those who perform vital tasks at America's ports by cosponsoring the Tax Relief for Transportation Workers Act.

#### SUPPORT FOR THE COPPER-BASE CASTING TECHNOLOGY PROGRAM

**HON. JOE WILSON**

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 7, 2008*

Mr. WILSON of South Carolina. Madam Speaker, I wish to express my strong support for the Copper-Base Casting Technology Program, C-BCT, a program of great importance to the people of South Carolina, as well as the men and women serving in the United States military at home and overseas. The C-BCT program is a cooperative relationship between the copper industry and the Department of Defense, working to apply high-performance copper alloys in military applications.

Since its inception in 2004, the C-BCT program has provided multiple, breakthrough technologies for defense and industrial systems that have benefits for all branches of the military. Advances include the design and creation of prototype high-efficiency induction motors using copper rotors. Copper rotors increase motor energy efficiency, lower manufacturing costs due to reductions in overall materials used, increase motor life, and reduce motor weight and size. C-BCT provides the military a technology that has produced crucial advances for the American war-fighter in land base, shipboard, and aerospace applications and has done so in a cost-effective manner.

I would like to recognize Daniel Gearing with the Defense Logistics Agency, DLA, for his support and oversight of the launching of C-BCT. In addition, Victor Champagne with the Army Research Lab, ARL, has begun advanced work to apply C-BCT in applications that advance the defense community requirements. The applications are driven by the need for higher efficiency, lighter weight, lower cost, environmentally friendly, and more reliable materials. Reduced weight, in particular, is a common goal for all weapon systems and logistics support items. With DLA and ARL's commitment to continue the success of C-BCT, advances to date may soon be brought to our service men and women serving overseas. Together with the Copper Development Association and the Advanced Technology Institute, these organizations are working to demonstrate and evaluate copper's ultimate potential for our military.

I recognize the crucial benefits that C-BCT offers both the domestic copper industry and

the U.S. armed services as well as the successes of the current program and the critical nature of copper in most military applications.

#### INTRODUCTION OF THE HOMELAND SECURITY NETWORK DEFENSE AND ACCOUNTABILITY ACT OF 2008

**HON. JAMES R. LANGEVIN**

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 7, 2008*

Mr. LANGEVIN. Madam Speaker, today we are introducing the Homeland Security Network Defense and Accountability Act of 2008, a bill designed to improve the cybersecurity posture of the Department of Homeland Security.

The security of our federal and critical infrastructure networks is an issue of national security. The United States and its allies face a significant and growing threat to our information technology, IT, systems and assets, and to the integrity of our information. The acquisition of our government's information by outsiders undermines our strength as a nation and over time could cost the United States our advantage over our adversaries. This is a critical issue that we can no longer ignore.

One of the first things that Chairman THOMPSON tasked me with when I was named Chairman of the Subcommittee on Emerging Threats, Cybersecurity and Science and Technology was to lead a bipartisan inquiry into the cybersecurity posture of our federal networks and our critical infrastructure. Viewing the potential for cyber attacks on federal networks as an emerging threat that warrants attention, Chairman THOMPSON challenged me to address the four areas that the 9/11 Commission determined our systems failed: in imagination, policy, capabilities, and management. The same can be said of the federal government's approach to cybersecurity—and as a result, our critical information and technology systems are vulnerable to cyber terrorists.

So far in the 110th Congress, we have held seven hearings on cybersecurity, heard from hundreds of experts on how best to tackle this issue, reviewed information security best practices in the public and private sectors, investigated cyber incidents across the spectrum, from the State and Commerce Departments to our Nation's electric grid, and uncovered and assisted law enforcement in investigating breaches at the Department of Homeland Security. It has become clear that an organization is only as strong as the integrity and reliability of the information that it keeps. Therefore we must make cybersecurity a national priority.

This legislation represents a small but critical step toward improving the cybersecurity posture at the Department of Homeland Security by addressing two key issues: ensuring a robust defense-in-depth of our information systems, and holding individuals at all levels accountable for mitigating vulnerabilities. Early in our investigative process, I announced that the Committee's oversight goals were to increase public awareness of the problems associated with federal network security; fix those vulnerabilities that are, or could be, successfully exploited; and hold individuals, agencies, and private sector entities responsible for their