

from Wayne State University in 1967 and began a long and storied relationship with several cities in the Metropolitan Detroit Area, most notably serving the city of Westland for more than 30 years.

Angelo Plakas had represented the City of Westland since 1992 and was recognized as one of the most knowledgeable municipal attorneys in southeastern Michigan. During his tenure as City Attorney, Mr. Plakas served as an integral part of the economic development of the city with the purpose of making Westland a better place to live and work. Angelo donated much of his time and financial support to many civic organizations in Westland and encouraged others to be likewise involved. He was recognized as the Westland Chamber of Commerce Business Person of the Year in 2008. Angelo Plakas helped to form the following non-profit charitable entities: Westland Community Foundation, Westland Historical Society, Westland Rotary Charitable Foundation and S.P.A.R.K. (Sports, Parks and Recreation for Kids).

Angelo Plakas loved his community and his community loved him. Always mindful of where he came from, Angelo never forgot where he'd been and always endeavored to better the world around him. As an alumnus of Detroit McKenzie High School, Mr. Plakas formed the "Friends of McKenzie" to help raise money needed to continue the athletic programs of his beloved alma mater.

Regrettably, on July 13, 2010, Angelo Plakas passed from this earthly world to his eternal reward. He is survived by his beloved wife, Sandra, and his children, Jim and Elaina. Angelo's legacy will continue in the lives of his grandchildren Cameron, Braden, Drew, Emma and Jack. Mr. Plakas also leaves behind his brother Jim.

Madam Speaker, Angelo will be long remembered as a compassionate father, a dedicated husband, community leader and friend. Angelo was a man who deeply treasured his family, friends, community and his country. Today, as we bid Angelo Plakas farewell, I ask my colleagues to join me in mourning his passing and honoring his unwavering patriotism and legendary service to our country and our community.

**HONORING MARYLAND TRUCK
DEALER OF THE YEAR**

HON. JOHN P. SARBANES

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Mr. SARBANES. Madam Speaker, I rise today to recognize Mr. John "Jack" Saum who was recently honored by his peers within the trucking industry as the 2010 Dealer of the Year by the American Truck Dealers (ATD) and Heavy Duty Trucking. The award recognizes excellence in dealership performance, industry leadership, civic contributions and community service. Mr. Saum is Chairman of the Board of Beltway Truck Companies, LLC, which is headquartered in Baltimore, Maryland in my Congressional district.

For more than 40 years, Mr. Saum has been involved in the truck business. He held a series of management positions with International Harvester in the Northeast region of the country before joining Beltway Inter-

national in 1984. Mr. Saum initially served as general manager at the Beltway dealership and assumed the role of dealer principal in 1997 when he purchased the dealership.

Under his leadership, the dealership has grown exponentially from a single point location in Baltimore to seven locations that span eight Maryland counties, the city of Baltimore, five West Virginia counties, one Delaware county and the city of Wilmington.

Mr. Saum is a strong supporter of green technology within the commercial truck industry. His innovative business approach is exemplified in his "A New Truck is a Green Truck" initiative which focuses on environmentally friendly truck technologies. With support from the National Automotive Dealers Association (NADA) and Navistar, Mr. Saum led efforts to educate public officials about the environmental and fuel efficiency advantages of new truck design improvements with a focus on new diesel-powered trucks, diesel-electric hybrid trucks, auxiliary power units (APUs) and retrofit programs.

Since Jack Saum became chairperson, the Board of Beltway Truck Companies, LLC has been the winner of multiple awards from Navistar for dealership performance, financing, lease and rental and operations excellence. In fact, Mr. Saum has won a number of individual awards from Navistar for his work, culminating with the award we recognize today.

Madam Speaker, I am honored to represent Mr. Jack Saum and his employees at Beltway Truck Companies in Baltimore and ask that you join me in congratulating him for this recent honor and for his efforts on behalf of his customers, his fellow business owners and all Marylanders.

Once again, I offer my best wishes to him for continued success in the future.

**HONORING FRED "UNCLE FRED"
BENJAMIN YOUNG**

HON. KENDRICK B. MEEK

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Mr. MEEK of Florida. Madam Speaker, today I rise to pay tribute to the life and legacy of the late Mr. Fred "Uncle Fred" Benjamin Young, a constituent in the Congressional district I represent. It is with both profound sadness, but also an enduring sense of gratitude that I recognize him for the tremendous inspiration he provided to the South Florida community.

Mr. Young was born in Spartanburg, South Carolina on March 20, 1932 to the late Mr. Charles Young, Sr. and Mrs. Mattie Mae Bryson-Young. After graduating high school, Mr. Young enlisted in the United States Air Force. He was Honorably Discharged after serving four years as a radio operator on B-29 Bomber Aircrafts during the Korean War.

Upon returning home from the military, Mr. Young enrolled at Livingstone College in Salisbury, North Carolina where he earned a bachelor's degree in Political Science. While in college, Mr. Young pledged Omega Psi Phi, Fraternity. Soon thereafter, he moved to New York, New York.

His professional career began when he secured employment in a number of administrative positions for the State and City of New

York. He was later tapped to head one of the largest Anti-Poverty Manpower Training programs—the Opportunities Industrialization Center, Incorporated. He was the Branch manager for the Lower East Side and later the Bronx.

In 1976, Mr. Young relocated to Miami, Florida and held a number of professional positions for the Miami-Dade Public School System. In 1996, he retired as a Data Analyst Manager with the Miami-Dade Schools' Police Department. Upon retirement, Mr. Young served as Administrative Assistant to Dr. Solomon Stinson, Chairman of the Miami-Dade County Public School Board—a position he held until his passing.

Mr. Young was blessed with a loving family who took pleasure in every aspect of his life and his interests. I offer my heartfelt condolences to the Young family.

Madam Speaker, I ask you and all the members of this esteemed legislative body to join me in recognizing the extraordinary life and accomplishments of Mr. Fred "Uncle Fred" Benjamin Young. I am honored to pay tribute to Mr. Young for his invaluable services and tireless dedication to the South Florida community. He will be missed by all who knew him, and I appreciate this opportunity to pay tribute to him before the United States House of Representatives. While he will indeed be missed, his legacy will live on and the outstanding contributions he made to the betterment of Miami-Dade County and South Florida will never be forgotten.

**SUPPLEMENTAL APPROPRIATIONS
ACT, 2010**

SPEECH OF

HON. RUSS CARNAHAN

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 1, 2010

Mr. CARNAHAN. Mr. Speaker, the House passed H.R. 4899, the Disaster Relief and Summer Jobs Supplemental Appropriations Act of 2010. Included in this bill is a rider containing federal law exemptions for an Army Corp of Engineers and Transportation project in Dallas, Texas. As co-chairman of the House Historic Preservation Caucus and member of this Chamber, I want to express my opposition to exemptions like these that circumvent the established legislative process, committees of jurisdiction, and longstanding administrative processes.

Section 405 in Chapter 4 of H.R. 4899 would exempt the Army Corps of Engineers (Corps) Trinity River Flood Control project in Dallas, Texas, from the National Historic Preservation Act (NHPA), 16 U.S.C. § 470 et seq., and "any highway project" in the "vicinity" of the Dallas Floodway from Section 4(f) of the Department of Transportation Act, 49 U.S.C. § 303 and 23 U.S.C. § 138, setting an alarming precedent and undermining our country's national preservation program.

The NHPA establishes preservation as a national policy and directs the Federal government to provide leadership in preserving, restoring, and maintaining historic and cultural sites significant in American history, architecture, archeology, or engineering. To comply with the Act, Federal agencies having direct or indirect jurisdiction over a proposed Federal or

federally assisted undertaking must evaluate the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places. 16 U.S.C. § 470f (also known as "Section 106").

In the case of the Trinity River Flood Control Project, the Corps is currently complying with Section 106 of the NHPA by determining whether or not the Dallas Floodway is eligible for inclusion in the National Register. A 55-page research paper produced last November by the Corps cited the levees' historic importance to the development of modern Dallas and noted that the levees are considered a manmade landmark by the American Society of Civil Engineers.

The Federal Highway Administration (FHWA) is also planning to build a toll road, and one of the potential routes would run between the two levees. A determination of National Register eligibility could ultimately affect the route by requiring FHWA and local officials to seek feasible and prudent alternatives that would avoid and minimize harm to the historic levee system—this review is commonly referred to as Section 4(f). There is also a need to restore the levees' integrity and comply with the Federal Emergency Management Agency's new flood risk maps for Dallas.

There are hundreds, if not thousands of projects similar to this underway around the country. Those projects are all following federal laws and utilize administrative options to resolve any issues under the NHPA and Section 4(f). There was no evidence that a broad, blanket exemption from NHPA and Section 4(f) of the Department of Transportation Act warranted Congressional intervention to circumvent longstanding, successful administrative procedures already in place that balance practical needs with the protection of historic resources.

This exemption was inappropriate, unnecessary, and unprecedented. There was no evidence that administrative tools would not have been unable to resolve any issues pertaining to the levees on the Trinity River. Congress should have ensured that the available administrative mechanisms had been fully employed before including this broad and unnecessary exemption that would endanger historic resources intrinsic to the development of a major American city and set a dangerous precedent.

The whole purpose of the Section 106 of the NHPA and Section 4(f) of the Department of Transportation Act is to ensure that federal resources are not used to harm historic properties without the consideration of adverse effects and alternatives. A National Register listing or eligibility does not prevent private property owners from harming or even destroying their own historic properties, as long as no federal funding or federal permits are involved. But where taxpayer dollars are awarded, or federal regulatory authority is invoked, those public benefits must be conditioned on compliance with our federal laws that require historic preservation and other policies to be included in the process of planning specific projects. This does not mean that projects cannot proceed where a historic property is involved; it simply means that the impacts of the projects on that property must be considered and if necessary, mitigated.

In 1966 Congress created Section 106 of the NHPA and Section 4(f) of the DOT Act as

tools to balance historic preservation concerns with the needs of federal undertakings. These reviews ensure that federal agencies identify any potential conflicts between their undertakings and historic preservation and resolve any conflicts in the public interest. The process has worked efficiently and effectively for nearly fifty years. The NHPA and Section 4(f) exemption language contained in H.R. 4899 is an affront to the Act's visionary framers.

America's industrial and engineering infrastructure, and associated historic properties are essential to the nation's identity—its culture, history, and economy, past, present and future. In the absence of the protections afforded by Section 106 of the NHPA and Transportation's Section 4(f), those corridors have no meaningful procedural guarantees for preservation consideration, ensuring pieces of American history will be lost forever.

HONORING DR. DENNIS TRYBUS
ON THE OCCASION OF HIS RETIREMENT FROM THE POSITION
OF EXECUTIVE DIRECTOR AT
THE HELPING HAND REHABILITATION CENTER

HON. DANIEL LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Mr. LIPINSKI. Madam Speaker, I rise today to honor Dr. Dennis Trybus, a constituent in my district who has nurtured children and adults with developmental disabilities to their full potential for the past 12 years while serving as the Executive Director at the Helping Hand Rehabilitation Center.

Helping Hand has been a fixture in my district for over five decades. Established in 1955 at a time when little support existed for children with disabilities and their families, it has now grown into a successful, respected institution serving 500 individuals per year and offering varied services from education to therapy and from vocational support to residential placement in independent group homes.

For the last 12 years, Helping Hand has flourished under the steady hand of the Executive Director Dr. Trybus. Dr. Trybus spearheaded key expansion projects for Helping Hand, with the construction of three new group homes and the establishment of a specialized school for children with autism—a state of the art model facility. Through his long tenure at Helping Hand, he has built many warm relationships with the Center's clients, their families, and the Center's staff, encouraging a culture of commitment and caring at this institution.

Dr. Trybus' commitment to Helping Hand and to its clients will be sorely missed as he retires from this position—an occasion truly worthy of special recognition and commendation. But his achievements will enable Helping Hand to carry on its work long into the future; and I am happy to announce that Helping Hand will celebrate his legacy by naming its newly constructed Wellness Center in his honor.

I ask you to join me in honoring Dr. Dennis Trybus and his work on behalf of people with developmental disabilities, and to wish him a well-deserved long and happy retirement.

MEDIA SHOW DOUBLE STANDARD
ON SUPREME COURT NOMINEES

HON. LAMAR SMITH

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Mr. SMITH of Texas. Madam Speaker, the national media have shown a clear double standard in their coverage of Supreme Court nominees, according to recent studies by the Media Research Center (MRC).

MRC found that when President Bush nominated John Roberts and Samuel Alito to the Supreme Court in 2005, the national media repeatedly described both men as "very conservative."

In contrast, when President Obama nominated Sonia Sotomayor in 2009 and Elena Kagan this year, the media rarely described them as "very liberal."

MRC also found that the television networks gave far more coverage to opponents of Roberts and Alito compared to opponents of Sotomayor and Kagan.

The national media should report the facts, not practice a double standard.

INTRODUCING LEGISLATION TO
IMPROVE THE POST 9/11 VETERANS
EDUCATION ASSISTANCE
PROGRAM (P.L. 110-252)

HON. GWEN MOORE

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 14, 2010

Ms. MOORE of Wisconsin. Madam Speaker, I am proud to rise today to introduce legislation that would help improve one of the major new benefit programs—the Post 9/11 Veterans Education Assistance program (P.L. 110-252)—better known as the Post-9/11 G.I. Bill that Congress created in recognition of the continuing sacrifice of the men and women in our Armed Forces.

This new law provides veterans with active duty service after Sept. 11, 2001 with enhanced educational benefits to cover more expenses including a living allowance and money for books. Just over 2 years ago—June 30, 2008—this legislation was signed into law and the first benefit checks were disbursed in August 2009. While there have been problems at the startup of this program which I hope have now been largely resolved, hundreds of thousands of veterans are now attending classes using the post-9/11 G.I. bill.

One of the new benefits available for our men and women in uniform is a provision allowing servicemembers to transfer unused benefits to their spouses and dependent children. Children can use these benefits up until age 26 to pursue higher education. This provision was included in recognition of the invaluable and uncompensated sacrifices made by the families of members of the Armed Forces, and in particular their children, who provide unconditional love and support to their loved ones serving in the Armed Forces. The Department of Defense June 2007 Mental Health Task Force report noted that "The well-being of service members is inextricably linked to the well-being of their families."

The legislation that I am introducing today—the Post 9/11 G.I. Bill Dependent Coverage