

pursuing a true counterterrorism strategy, a counterterrorism strategy that instead of invading countries willy-nilly, makes use of multilateral partnerships and strong intelligence capabilities.

That, in addition to toppling the Taliban, would be the proper way to respond to 9/11. That would be the right strategy to meet the national security challenge of our time.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. BURTON) is recognized for 5 minutes.

(Mr. BURTON of Indiana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

#### RAIL SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Florida (Ms. CORRINE BROWN) is recognized for 5 minutes.

Ms. CORRINE BROWN of Florida. First of all, Mr. Speaker, I want to thank Congressman BENNIE THOMPSON for his hard work on the Homeland Security Committee and for working with the Transportation Committee in developing very important and long overdue rail and transit security legislation.

Yesterday, in India, bomb blasts ripped through their commuter rail network, killing 142 people and injuring over 350. This is a terrible tragedy and again raises the serious question as to whether we are prepared in this country for a similar attack. Sadly, the answer is no. No.

When it comes to rail and transit security in this country, this administration, the Bush administration, and this Congress deserve an F for failing to develop a plan to protect our daily transit and rail commuters from harm.

It has been over 2 years since the train bombing in Madrid, 3/11/04, and just last week the 1-year anniversary of the transit bombing in London. Yet the Bush administration has done nothing to protect this Nation's freight and transit rail system and its millions of passengers.

We spend over \$1 billion a week in Iraq. Let me repeat that. We are spending over \$1 billion a week in Iraq. We are spending over \$1 billion a week in Iraq, and yet the Bush administration can only come up with a measly \$136 million to protect this Nation's rail and transit system for an entire year. That is pathetic. But that is the kind of fuzzy math that this administration is famous for, and it needs to stop before American citizens pay the price for this stupidity.

We can't keep treating our rail infrastructure as second class citizens. We have dedicated billions of dollars to the airline industry and created a grants program for the ports. But we have done little to invest in the security upgrade of our rail infrastructure needs.

Fortunately for the traveling public, the legislation introduced by Congressman THOMPSON and myself and other Democratic Members require comprehensive security plans. And let me just say, security should not be a Democratic issue or a Republican issue. It should be an American issue. Clear up the red tape. Improve training and exercise programs, improve communications and intelligence, share authority and \$400 million in security improvement grants per year and add \$26 million for additional rail inspectors.

Most important, it will help make sure our community, our first responders and our rail workers are safe. These are the concerns I hear over and over again as ranking member of the Railroad Subcommittee. And I believe that this legislation takes the necessary steps to create a rail security program that protects passengers and keeps the trains running on time. The millions of Americans who use trains and transit for travel each year deserve no less.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

(Mr. JONES of North Carolina addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

#### RAIL SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Mississippi (Mr. THOMPSON) is recognized for 5 minutes.

Mr. THOMPSON of Mississippi. Mr. Speaker, last week marked the first anniversary of the London subway and bus bombing, which killed 56 people and injured more than 700 others.

Yesterday, we were reminded again of the terrorist threat to rail and public transportation systems when terrorists attacked trains in Mumbai, India, killing over 100 and injuring far more.

The victims of these attacks were ordinary people, not that different from many Americans who are going about their usual routine of commuting to work, school or terrorist sites.

After the London bombing, Congress called on the administration to move quickly to reinforce our Nation's rail and public transportation systems to prevent such an attack from happening on American soil. Just last month, we learned that this threat is real when it announced that al Qaeda had planned to attack New York subways using poisonous gas.

Yet, nearly a year after the London attacks, Mr. Speaker, the Bush administration has failed to produce a comprehensive strategy to secure America's rail and mass transit systems.

The administration also continues to focus almost exclusively on aviation security, spending \$9 per air passenger, compared to only one penny per rail and public transportation passenger.

The administration has also failed to ensure the front line employees of rail and public transportation systems are trained on how to prevent, prepare for and respond to a terrorist event.

Finally, Mr. Speaker, the administration has failed to devote significant resources to rail and mass transit research and development.

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Yet we all know that the only way we can truly secure subways and buses, which carry millions more passengers than airplanes, is through new technologies.

To close these security gaps, last month Congresswoman BROWN, myself, and other Democrats introduced the Rail and Public Transportation Security Act of 2006. This bill will require the Department of Homeland Security to secure rail and public transportation systems using many of the same tools it is already using to secure ports.

First, this bill requires a National Rail and Public Transportation Security Plan. Second, the bill requires rail and public transportation systems to submit vulnerability assessments and security plans for approval. Third, the bill requires rail and public transportation systems to train their employees on how to prevent, prepare for, and respond to terrorist attacks. Finally, the bill provides the resources and manpower needed to truly increase security.

First of all, we plan to provide \$400 million in authorized expenditures for a grant program dedicated to rail and public transportation security. Secondly, we authorize \$150 million over the next 3 years for advanced research and development to uncover new solutions to the security threats faced by rail and public transportation systems. Finally, Mr. Speaker, \$26.4 million per year is authorized over the next 6 years to hire 1,200 new rail security inspectors. For the record, there are only 100 rail inspectors in the country as we speak.

This Democratic bill provides genuine solutions to the security threats faced by rail and public transportation systems here in America. I urge my fellow Members on both sides of the aisle to support it.

#### REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 9, FANNIE LOU HAMER, ROSA PARKS, AND CORETTA SCOTT KING VOTING RIGHTS ACT REAUTHORIZATION AND AMENDMENTS ACT OF 2006

Mr. LINCOLN DIAZ-BALART of Florida, from the Committee on Rules, submitted a privileged report (Rept. No. 109-554) on the resolution (H. Res. 910) providing for consideration of the bill (H.R. 9) to amend the Voting Rights Act of 1965, which was referred to the House Calendar and ordered to be printed.