

sought to deny them their identity. To call yourself a "Native American" in Virginia was to risk a jail sentence of up to one year. The law remained in effect until it was struck down in the federal courts in 1967.

For up to 50 years, state officials waged a war to destroy all public and many private records that affirmed the existence of Native Americans in Virginia. Historians have affirmed that there is no other state that compares to Virginia's efforts to eradicate its citizens' Indian identity. All of Virginia's state-recognized tribes have filed petitions with the Bureau of Acknowledgment seeking federal recognition.

But it is a very heavy burden the Virginia tribes will have to overcome and one fraught with complications that officials from the Bureau of Indian Affairs have acknowledged may never be resolved in their lifetime. The acknowledgment process is already costly, subject to unreasonable delays, and lacks dignity. Virginia's legacy of paper genocide only further complicates these tribes' quest for federal recognition, making it difficult to furnish corroborating state and official documents and aggravating the injustice already visited upon these tribes.

This wasn't corrected until 1997 when Governor George Allen signed legislation directing state agencies to correct state records that had deliberately been altered to list Virginia Indians on official state documents as "colored." The law allows living members of the tribes to correct records, but the law cannot correct the damage done to past generations. Two years later, the Virginia General Assembly adopted a resolution calling upon Congress to enact legislation recognizing the Virginia tribes.

There is no doubt that the Chicahomony, the Eastern Chicahomony, the Monacan, the Nansemond, the Rappahannock and the Upper Mattaponi tribes exist. These tribes have existed on a continuous basis since before the first western European settlers stepped foot in America; and, they are here with us today.

I know there is great resistance from Congress to grant any Native American tribe federal recognition. And, I can appreciate how the issue of gambling and its economic and moral dimensions have influenced many Members' perspectives on tribal recognition issues. I think the circumstances and situation these tribes have endured and the legacy they still confront today, however, outweigh these concerns. We have made significant compromises to give the State the option to say "no" to gaming. Congress has the power to recognize these tribes. It has exercised this power in the past, and it should exercise this power again with respect to these six tribes.

I urge my colleagues to support this legislation.

COSPONSORS OF LEGISLATION INTRODUCED BY THE REP. JIM MORAN RECOGNIZING SIX VIRGINIA TRIBES

The Honorable JO ANN DAVIS; the Honorable BOBBY SCOTT; the Honorable TOM DAVIS; the Honorable NICK J. RAHALL II; the Honorable NEIL ABERCROMBIE; the Honorable DALE E. KILDEE; the Honorable FRANK PALLONE, JR.; the Honorable ROBERT C. SCOTT.

RAIL AND PUBLIC TRANSPORTATION SECURITY ACT OF 2007

**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, March 1, 2007*

Mr. OBERSTAR. Madam Speaker, today I have introduced a bill to improve the security of railroad, public transportation, and over-the-road bus systems in the United States.

Tragically, transit and rail systems have long been popular targets of terrorist attacks worldwide. From 1991 to 2001, 42 percent of all terrorist incidents were carried out on rail systems or buses. Recent tragic events show that these threats continue.

On March 11, 2004, a coordinated terrorist attack against the commuter train system of Madrid, Spain, killed 191 people and wounded more than 2,000 others. On July 7, 2005, four bombs exploded on the London transit system, killing 52 people and injuring 700 others. It was the deadliest bombing in London since World War II. On July 11, 2006, a series of seven bomb blasts that took place over a period of 11 minutes on the Suburban Railway in Mumbai, India's financial capital, killed 209 people and injured over 700 others.

The characteristics of transit and passenger rail systems make them inherently vulnerable to terrorist attacks and difficult to secure. Public transportation and rail systems are open, have multiple access points, are hubs serving multiple carriers, and in some cases, have no barriers. In addition, high volume of passengers and freight, expensive infrastructure, economic importance, and location make these systems attractive targets for terrorists because of the potential for mass casualties, economic damage, and disruption.

The potential to do harm is truly enormous. In the United States, every day, more than 14 million people use public transportation. Public transportation agencies provide 9.5 billion transit trips annually. The over-the-road bus industry, which provides intercity bus service and charter service, transports 774 million passengers annually. Amtrak and commuter railroads serve more than 500 million passengers annually.

Unfortunately, despite this stark reality, investments to enhance the security of our Nation's surface transportation systems have not kept pace with the needs. Last year, the Federal Government invested \$4.7 billion in aviation security improvements, while spending only \$136 million on transit and rail security, even though five times as many people take trains as planes every day.

The bill I have introduced today requires several measures that will address the security challenges faced by our Nation's railroads, public transportation agencies, and over-the-road bus operators. Specifically, the legislation:

Directs the Secretary of Homeland Security, in coordination with the Secretary of Transportation, to develop and implement a National Rail and Public Transportation Security Plan, as required in the Intelligence Reform and Terrorism Prevention Act of 2004 (P.L. 108-458), but which has not been completed.

Requires the Department of Homeland Security (DHS), in coordination with the Department of Transportation (DOT) to issue regulations establishing a security program for rail

carriers, public transportation providers, and over-the-road bus operators. Carriers and operators considered to be at high or medium risk of terrorist attack, as determined by DHS, are required to conduct an assessment of the vulnerability of their infrastructure and operations to terrorism and to prepare and implement a security plan.

Requires DHS, in coordination with DOT, to establish separate security assistance grant programs for rail, transit, and over-the-road bus, to provide capital and operating assistance based on priorities established by the security assessments. DHS would be responsible for establishing grant program priorities, while DOT would be responsible for making grants to eligible recipients based on DOT's existing grant structure.

Authorizes specific grants to Amtrak for tunnel improvements and upgrades, and further requires an increase in the number of DHS rail security Inspectors.

Addresses a critical security gap by requiring mandatory security training for employees in the industries covered by the bill. This provision and the timeline established will ensure that front-line transit workers are properly trained to address security needs.

Establishes certain whistleblower protections for employees of railroads, public transportation agencies, and over-the-road bus companies; as well employees of DOT, DHS, and contractors.

Madam Speaker, this bill carefully crafts a joint approach on security. The bill maximizes the expertise and core competencies of both DHS and DOT, to enhance the implementation of these critically important, and long overdue, security programs.

DOT has played and continues to play a significant role in securing our Nation's transit and rail systems. DOT is the government's lead agency on transportation safety and efficiency. Decisions on security measures cannot be made in a vacuum without consideration of the effects on safety and efficiency. While DHS is the lead agency on security, it must work cooperatively with DOT to ensure that safety is not impaired and security measures do not unnecessarily impair efficiency.

The Federal Transit Administration, the Federal Railroad Administration, and the Pipeline and Hazardous Materials Safety Administration have all signed Memorandums of Understanding with DHS to clarify the roles and responsibilities of each agency with respect to security. This bill honors and follows the principles outlined in these existing agreements.

I would like to thank Representative BENNIE THOMPSON, Chairman of the Committee on Homeland Security, for his cooperation to date on rail, public transportation, and over-the-road bus security legislation. I look forward to continuing our joint work to bring a comprehensive surface transportation security bill to the House floor as quickly as possible.

HONORING EDWIN O. GUTHMAN

**HON. CHAKA FATTAH**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, March 1, 2007*

Mr. FATTAH. Madam Speaker, I rise today to pay tribute to the career of Ed Guthman, a dedicated public servant and master of his