

Finally, Mr. Speaker, two challenges seem in order today: I challenge our youth to remain steadfast in their leadership to preserve and enlarge the future accomplishments of the Boys and Girls Clubs. I challenge my colleagues in this House to act in all things they do here with special sensitivity to the contributions of this organization in its many efforts across the nation.

RACIAL PROFILING PROHIBITION
ACT OF 2001

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA
IN THE HOUSE OF REPRESENTATIVES

Thursday, May 17, 2001

Ms. NORTON. Mr. Speaker, today we introduce the Racial Profiling Prohibition Act of 2001 (RPPA). Congress is decades late in doing its part to insure that law enforcement officers no longer stop or detain people on the street because of their color or their apparent nationality or ethnicity.

It was not until 37 years ago that Congress passed the first civil rights law that had any teeth. The 1964 Civil Rights Act finally barred discrimination against people of color in employment, public accommodations and funding of public institutions. Yet, today, irrefutable, and widespread evidence from every state confirms racially and ethnically motivated stops by police officers and shows that Congress has urgent, unfinished business to update the nation's civil rights laws.

This bill, which is overwhelmingly supported by both the Congressional Black Caucus (CBC) and the Congressional Hispanic Caucus (CHC) as original co-sponsors, seeks to eliminate both legal and constitutional problems that arise when a person is stopped by a police officer because of skin color, nationality or ethnicity. Title VI of the 1964 Civil Rights Act (CRA), enacted in part to implement the 14th Amendment requirement of equal protection, forbids the use of public money for discriminatory purposes. The bill we introduce today, is based on both the 14th Amendment, which gives power to Congress to implement its equal protection responsibilities and on the spending clause of the Constitution, which allows Congress to put conditions on the receipt of federal funds.

The federal funds that are the focus of our bill today are the vast sums contained in our transportation legislation. The last transportation bill, known as TEA-21 (Transportation Equity for the 21st Century Act) authorized \$172 billion for highways in 1998. The new transportation bill, which Congress will enact next year, will authorize at least \$250 billion in highway funding. By introducing our racial profiling bill today, we serve notice that Congress must not authorize another huge highway bill that does not effectively bar the use of transportation money to fund racial profiling stops on those highways.

The strength of our bill lies in what it requires and what it would do. The bill requires three important obligations if states are to qualify for federal transportation funds. First, law enforcement officers may not use race, national origin, or ethnicity in making decisions

concerning a stop unless they are relying on a physical description that may include race to determine that a particular individual may be the person sought. Second, states must adopt and enforce standards prohibiting the use of racial profiling on streets or roads built with federal highway funds. Third, states must maintain and allow public inspection of statistical information on the racial characteristics and circumstances of each stop. Only three states even prohibit racial profiling today; ten others require only racial and ethnic data collection.

As important as information concerning who gets stopped is, what makes our bill effective is its sanction: the withholding of federal funds from states that fail to meet the three obligations of the statute. Money for streets, roads, bridges and other infrastructure is ardently pursued in the Congress. Each state and locality receives funds that are indispensable to building and maintaining major parts of its infrastructure. Next year's authorization will mean nearly 50 percent more in transportation funding to states and localities. These funds will either reinforce pervasive racial profiling or help eliminate it.

The power of transportation funding to command the necessary attention and bring quick results has been repeatedly demonstrated. Congress has successfully used federal highway funding to compel states to attack some of our most urgent problems, for example, reducing drunk driving among minors; requiring the revocation or suspensions of driving licenses of convicted drug offenders; and establishing a national minimum drinking age. Police stops of people on the streets because they are black or Hispanic or of any other non-majority national origin requires the same urgent action.

Withholding federal highway funds works because it hurts. The threat of losing highway funds has proven to be a powerful incentive. We saw the power of this incentive as recently as last year's Transportation appropriation. Congress enacted a provision requiring states to enact .08 blood alcohol content (BAC) laws by 2004 or being forfeiting their highway funds. In only the first six months after that provision was enacted, six states have already passed .08 BAC laws. Many more are sure to follow in order to preserve precious highway funds. A racial profiling provision in the 2003 federal highway funding bill would give the same set of alternatives to the states—effective enforcement of racial profiling legislation or loss of federal funds. If Congress is serious about eliminating this last disgraceful scar of overt discrimination in our country, let us put our money where our mouth is.

I urge my colleagues to support this bill.

HONORING DEAN DENNIS

HON. SCOTT McINNIS

OF COLORADO
IN THE HOUSE OF REPRESENTATIVES

Thursday, May 17, 2001

Mr. McINNIS. Mr. Speaker, I would like to take this opportunity to thank Dean Dennis of Pueblo, Colorado for his year of service to the community as the director of the Pueblo Con-

vention Center. Dean is stepping down to move to Denver with his wife, former State Senator Gigi Dennis.

Dennis has been with the convention center since it opened in 1997. "Life's too short. We basically said we love each other and we like to be married to each other and we like to spend time with each other," Dean said in a Pueblo Chieftain article.

Dean served as the Vice President of Conventions and Visitors for the Pueblo Chamber of Commerce, as well as President of the Tourism Industry Association of Colorado. In his spare time he works with the Historic Arkansas Riverwalk Project Commission, and has served on the Board of Directors for the United Way. Dean also serves on the Pueblo Board of Trustees for the Packard Foundation, and Pueblo Rotary 43.

His wife Gigi, has served in the Colorado State Senate since 1995, resigned at the end of March to accept an appointment from President George W. Bush to become the Colorado Director of the Department of Agriculture's Office of Rural Development.

Mr. Speaker, Dean Dennis has helped out the community in numerous ways, and his devotion, love and commitment to the wonderful city of Pueblo deserves the thanks and praise of this Congress. I hope that Dean and Gigi both find success and happiness in their new life.

Congratulations to both of you and good luck with your future endeavors!

TRIBUTE TO JOHN GREAVES

HON. PETER J. VISCLOSKY

OF INDIANA
IN THE HOUSE OF REPRESENTATIVES

Thursday, May 17, 2001

Mr. VISCLOSKY. Mr. Speaker, it gives me great pleasure to pay tribute to an outstanding citizen of Indiana's First Congressional District, John Greaves. On May 29, 2001, John will be honored for his dedicated service to the United Steelworkers of America Local 6787 at a dinner to be held at American Legion Post 260 in Portage, Indiana.

John's distinguished career in the labor movement has made his community and nation a better place in which to live and work. For more than 30 years, John has worked at Bethlehem Steel Corporation and has been a dedicated member of Local 6787.

While a member of Local 6787, John served as Treasurer from 1984-1987, Chairman of the Grievance Procedure from 1987-1989 and Trustee from 1990 until his retirement earlier this year. Additionally, he serves as President of the Northwest Indiana Federation of Labor. John has devoted his entire working career to the expansion of labor ideals and fair standards for all working people. He has been a strong voice for the steel industry, meeting frequently with legislators in Indianapolis and lobbying leaders in Washington. Additionally, he has worked on a county level as a liaison between labor, industry and government to make the interests of working men and women known.

While John has dedicated a substantial portion of his life to the betterment of union members, he has always found the time to serve