

build on Senator Wellstone's historic achievements in this policy area and put an end to the discrimination faced by individuals with mental illness once and for all.

I was a proud cosponsor of the landmark Mental Health Parity Act, which Congress passed in 1996 at Senator Wellstone's urging. This law establishes parity for annual and lifetime dollar limit coverage for mental health treatment. While its enactment marked an important victory in the fight to provide greater mental health treatment benefits, it is time to take the additional steps needed to truly provide mental health parity for all Americans.

The Senator Paul Wellstone Mental Health Equitable Treatment Act of 2003 (S. 486) requires health insurance coverage to provide equal coverage of mental health benefits as it does for medical and surgical benefits. This legislation will improve access to care for individuals who are living with mental illness by closing the loopholes used by insurance companies to limit coverage. I am a proud cosponsor of this important legislation. It should be the law. I call on Senate leadership to bring this bill up for a vote without delay as a fitting tribute to the memory of Senator Wellstone.

I also urge the Senate to address the current discrimination in Medicare that seriously restricts seniors' access to mental health benefits. Under Medicare, seniors and people with disabilities pay a 20 percent copayment for all Part B services except for mental health care services, for which patients are assessed a 50 percent copayment. In other words, when seniors visit a cardiologist for heart disease, an endocrinologist for diabetes treatment, or an oncologist for cancer treatment, they pay a 20 percent copayment for the cost of the visit. If, however, a senior citizen or a person with disabilities seeks treatment for a debilitating and possibly life threatening mental illness, they pay for half of the cost of care out of their own pockets. Consequently, Medicare beneficiaries, many of whom are on fixed incomes, face an insurmountable barrier in seeking treatment that could substantially improve or prolong their lives because of a discriminatory policy that treats mental health services and medical services differently.

We need to put an end to what is essentially discrimination by diagnosis. I, along with my colleague Senator SNOWE, introduced legislation that phases down the 50 percent copayment for mental health care services to 20 percent over 6 years. This legislation, entitled the Medicare Mental Health Copayment Equity Act (S. 853), will establish parity in the Medicare program and improve access to care for our senior and disabled beneficiaries living with mental illnesses.

In the memory of my dear friend, Senator Wellstone, I urge my colleagues to consider this legislation, in

addition to the Senator Paul Wellstone Mental Health Equitable Treatment Act of 2003. Together, these two bills will eliminate the stigma of mental health and establish mental health parity in both the private and public sectors. I ask for your support and hope that together we can fulfill Senator Wellstone's passionate vision by ending mental health discrimination for all individuals.●

TRANSPORTATION, TREASURY, AND INDEPENDENT AGENCIES APPROPRIATIONS ACT, 2004

Mr. NICKLES. Madam President, I rise in support of S. 2989, the Transportation, Treasury, and Independent Agencies Act for FY 2004, as reported by the Senate Committee on Appropriations.

I commend the distinguished Chairman and the Ranking Member for bringing to the Senate a carefully crafted spending bill within the Subcommittee's 302(b) allocation.

The pending bill provides \$26.0 billion in general purpose discretionary budget authority, an \$810 million decrease from FY2003. Including outlays from previously enacted legislation, the bill provides \$33.4 billion in outlays, which represents a \$1.9 billion increase from FY2003. These levels are at or below the subcommittee's 302(b) allocation.

For highways, including outlays from previously enacted legislation, \$31.6 billion in discretionary outlays is provided, which is equal to the subcommittee's 302(b) allocation.

For transit, the bill provides \$1.461 billion in BA and \$6.632 billion in outlays including outlays from previously enacted legislation. Both BA and outlays are equal to or below the subcommittee's 302(b) allocation.

The pending bill provides \$17.5 billion in mandatory budget authority and outlays, equal to the subcommittee's 302(b) allocation.

Mr. President, I ask unanimous consent that a table displaying the Budget Committee scoring of the bill be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

S. 1589, TRANSPORTATION, TREASURY APPROPRIATIONS, 2004 SPENDING COMPARISONS—SENATE-REPORTED BILL
(Fiscal year 2004 in millions of dollars)

	General purpose	Highways	Mass transit	Mandatory	Total
Senate-reported bill:					
Budget authority	26,038	0	1,461	17,518	45,017
Outlays	33,397	31,555	6,632	17,516	89,100
Senate Committee allocation:					
Budget authority	26,041	0	1,461	17,518	45,020
Outlays	33,397	31,555	6,634	17,516	89,102
2003 level:					
Budget authority	26,848	0	1,436	16,718	45,002
Outlays	31,458	31,264	6,551	16,722	85,995
President's request:					
Budget authority	26,172	0	1,290	17,518	44,980
Outlays	33,730	30,521	6,584	17,516	88,351
House-passed bill:					
Budget authority	26,324	0	1,424	17,518	45,266
Outlays	32,704	31,528	6,625	17,516	88,373
SENATE-REPORTED BILL COMPARED TO:					
Senate 302(b) allocation:					
Budget authority	-3	0	0	0	-3

S. 1589, TRANSPORTATION, TREASURY APPROPRIATIONS, 2004 SPENDING COMPARISONS—SENATE-REPORTED BILL—Continued

	General purpose	Highways	Mass transit	Mandatory	Total
Outlays	0	0	-2	0	-2
2003 level:					
Budget authority	-810	0	25	800	15
Outlays	1,939	291	81	794	3,105
President's request:					
Budget authority	-134	0	171	0	37
Outlays	-333	1,034	48	0	749
House-passed bill:					
Budget authority	-286	0	37	0	-249
Outlays	693	27	7	0	727

Note.—Details may not add to totals due to rounding. Totals adjusted for consistency with current scorekeeping conventions.

RUNWAY INCURSIONS

Mr. COCHRAN. Mr. President, I would like to take the opportunity to clarify language included in the Transportation, Treasury and General Government Appropriations bill for fiscal year 2004. My distinguished colleague, the Chairman of the Transportation Appropriations Subcommittee, Senator SHELBY, worked to ensure that important funding was provided for the Federal Aviation Administration to address the problem of runway incursions at our Nation's airports.

I share his concern about reports of runway incursions and surface incidents. It is my hope that the FAA will use the funding provided to them to test new technologies that could significantly improve this situation. Testing at one of the 90 "hot spot" airports identified by the FAA should include accurate and reliable non-cooperative sensors, such as millimeter wave sensors, that can form a distributed radar and optical identification local network. The technologies tested should also include synchronized 2D and 3D graphic displays.

I would ask the chairman to clarify the funding provided by the subcommittee to address runway incursion prevention devices at our Nation's airports.

Mr. SHELBY. Indeed, my colleague from Mississippi is correct. The Senate bill does include funding for the Federal Aviation Administration to address problems of runway incursions, and it is my hope the FAA will perform testing as the Senator from Mississippi described.

Mr. COCHRAN. Mr. Chairman, thank you for clarifying this issue and for your leadership and support in addressing this important issue.

FAIR COMPETITIVE BID PROCEDURE

Mr. BROWNBACK. The House passed FY04 Transportation bill contains a provision to assist the States in initiating a Fair Competitive Bid Procedure for State-assisted intercity rail passenger operations. The objective of the provision is to allow States the option of providing competitive intercity passenger rail. The House provision

provides limited funding that will permit the Secretary of Transportation to initiate a new Fair Competitive Bid Procedure that the States can utilize. The Secretary will then monitor the progress of this demonstration and make monthly reports to the House and Senate Committees on Appropriations.

I believe this is an excellent idea and was considering offering a similar amendment to this bill. However, I do not wish to delay the proceeding today, and this is already an item to be considered in conference.

I would like to know if the chairman has an opinion on the House State-assisted intercity rail service provision.

Mr. SHELBY. I share my colleague's support of a procedure that will encourage the States to initiate passenger service through a competitive bid process. I believe it is important that Congress examine whether a competitive process can preserve and expand intercity rail passenger service at reasonable prices. I pledge to the Senator from Kansas that I will work with the House conferees to pursue a provision that would introduce a uniform procedure to allow the States the option of providing competitive rail passenger service.

Mr. BROWNBACK. I thank the distinguished chairman and look forward to working with him on a fair bid proposal.

BORDER CROSSING

Ms. COLLINS. I would like to thank the managers of the bill for their leadership on this important legislation, and I greatly appreciate their efforts to improve our Nation's transportation infrastructure.

Mr. SHELBY. I appreciate the Senator's support, and I thank her for her leadership.

Ms. COLLINS. I would like to make my colleagues aware of a project of great importance, not just to my constituents in Maine, but to the rest of the country as well. The existing border crossing connecting Calais, ME to St. Stephen, New Brunswick is heavily congested and therefore causes significant traffic delays and creates serious security concerns for U.S. and Canadian travelers and cross-border commerce. The current crossing is the eighth busiest commercial crossing on the Canadian border and has seen truck traffic double over the last 10 years. Since 199 the Maine Department of Transportation, along with the Federal Highway Administration and the General Services Administration, has engaged in a comprehensive National Environmental Policy Act, NEPA, process to determine the location for a new, modern, efficient border crossing. As part of the overall project, the General Services Administration is responsible for designing and constructing a new border station. The Canadian Customs and Revenue Agency, CCRA, will be responsible for the design and construc-

tion of the border station on the Canadian side of the river. The Maine Department of Transportation and New Brunswick Department of Transportation, and the Canadian Customs and Revenue Agency have funding in place for their portions of the design. Therefore, it is crucial that funding for the GSA portion of the project be appropriated so that design and construction work can begin as soon as possible. I would ask that the Senator from Alabama work with me to ensure that this project moves forward as quickly as possible. Thank you, Mr. President. I yield the floor.

Mr. SHELBY. I acknowledge the Senator's request, and I pledge to work with her on this matter.

TERRORIST FIREARMS DETECTION ACT OF 2003

Mr. LEVIN. Madam President, I express my support for the Terrorist Firearms Detection Act, a bill introduced earlier this week by Senator KENNEDY. Originally passed in 1988, and sometimes called the "plastic gun" law, this Federal law makes it illegal for any person to manufacture, import, ship, deliver, possess, transfer or receive any firearm that is not detectable by walk-through metal detectors or the type of x-ray machines commonly used at airports.

Since September 11, 2001, the Congress has worked hard to improve the security of our borders, airports, government buildings, and communities. However, in just over 2 months, on December 10, this essential common sense gun safety legislation is set to expire. The Terrorist Firearms Detection Act would permanently reauthorize the plastic gun law. Plastic guns, whose production has been endorsed by the National Rifle Association, should only be used by our military and intelligence agencies and must never find their way back into our communities.

This legislation has the support of every major gun safety organization in the country, including the Brady Campaign to Prevent Violence United with the Million Mom March, Americans for Gun Safety, and the Violence Policy Center.

The overwhelming majority of my colleagues would agree that plastic guns pose a clear and present danger to our nation's aviation security, as well as governmental targets across the country. In fact, Pete Shields, the former president of Handgun Control, the predecessor organization to the Brady Campaign to Prevent Violence, said it well in testimony before the House Judiciary Committee in 1988.

Weapons which evade security devices put us all at risk. Every airport, every courthouse, every public building which relies on screening devices for security will no longer be safe. At a time when our Nation is committing vast resources and energies to stopping terrorism and protecting our citizens abroad, we should not even consider making it easier for terrorists to operate in our own country.

I urge my colleagues in the Congress to act quickly to enact this legislation, and I also hope that President Bush will soon sign this important gun safety legislation into law.

LOCAL LAW ENFORCEMENT ACT OF 2003

Mr. SMITH. Madam President, I rise today to speak about the need for hate crimes legislation. On May 1, 2003, Senator KENNEDY and I introduced the Local Law Enforcement Enhancement Act, a bill that would add new categories to current hate crimes law, sending a signal that violence of any kind is unacceptable in our society.

Earlier this month, two men were slain in Stevens County, Washington. Russell Charles Markvardsen, 52, and Matthew Lee Raynor, 32, were shot to death at close range with a shotgun in their cabin in the Onion Creek area. The two men previously lived in a log home that was destroyed in a May 2002 fire that authorities investigated as a possible arson. At the time, the men told the Spokesman-Review newspaper in Spokane that they suspected arson because of possible prejudice against their homosexuality.

I believe that Government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act is a symbol that can become substance. I believe that by passing this legislation and changing current law, we can change hearts and minds as well.

WORLD POPULATION AND WATER SCARCITY

Mr. DURBIN. Madam President, the week of October 20-25 has been designated as World Population Awareness Week with the theme of "Water: Our Most Precious Natural Resource."

Because the world's 6 billion people are dependent on 1 percent of all the water on Earth, many fear a future where water scarcity will undermine political growth and lead to political and social unrest. Over the next 20 years the world's population is projected to increase to 7.2 billion, yet the average water supply is expected to drop by one-third in that same time period. World population is expected to balloon to 9 billion before leveling off.

Despite the looming future of water scarcity, consumption is increasing. The world's population has tripled in the past 100 years, but water use by humans has multiplied six times. Without a global commitment to sustainable water management, the world will see a large majority of its population living in areas where basic water requirements for drinking, cooking, or sanitation will be difficult or impossible to meet.

Acting on the global consensus that water scarcity must be a top development priority, the Population Institute has decided to dedicate the 19th World