

women cannot successfully go through substance abuse and mental health counseling if their children are excluded. More importantly, no woman should ever be forced to make that choice.

This is why I am proud that yesterday, Senator COLEMAN and I joined to introduce the Family-Based Meth Treatment Access Act of 2007. This bill will expand, intensify, and coordinate efforts to provide comprehensive, family-based substance abuse treatment for methamphetamine addiction. Our bill will provide additional funding for the Center for Substance Abuse Treatment to award grants to programs that provide comprehensive, family-based substance abuse treatment for pregnant and parenting women. Throughout our entire Nation, there are only about 80 known family-based treatment centers. Two, the Women's Treatment Center and the program at Haymarket Center are in the State of Illinois. These grants will strengthen the work of these centers and provide opportunities for other centers to extend their services to additional mothers and their children.

The Family-Based Meth Treatment Access Act also gives priority to programs serving rural and mental health professional shortage areas affected by high rates of meth addiction. The State of Illinois knows far too well the impact that the meth epidemic has had on our communities, especially those in rural areas. We need to strengthen services where the epidemic has made the biggest impact on the health of women and their children and where family-based treatment services are not readily available.

Finally, the bill provides assistance to organizations that help nonviolent offenders overcome their drug addiction. Many organizations provide comprehensive, family-based substance abuse treatment services to nonviolent offenders as an alternative to incarceration. These services are a successful model for the road to recovery and give families hope for the future. They are cost-effective and they yield consistently positive outcomes.

Family-based treatment services are a proven method for recovery for women with children, and we should make these programs available everywhere. Imani is just one example of the success of family-based treatment. I invite my colleagues in the Senate to support the Family-Based Meth Treatment Access Act and to make this successful reality possible for other recovering mothers and their children.

#### COMMERCE PROVISIONS IN S. 4

Mr. STEVENS. Mr. President, I thank Senators LIEBERMAN and COLLINS for working with the Commerce Committee to include important security measure in the bill that passed the Senate yesterday. And, I thank my longtime friend Senator INOUYE for his willingness to work in committee and

on the Senate floor on a bipartisan basis to develop and pass these measures.

We have made tremendous strides to secure our Nation since the horrific attacks of September 11, particularly with respect to the security of our Nation's transportation systems, and ensuring interoperable communications needed most during times of crisis.

As the debate over this bill demonstrates, our job is far from over, for there are still more improvements to be made and gaps to close. In matters of security, we must not become complacent; as our enemies adapt, so must we.

The Commerce Committee's aviation and surface transportation legislation, which have been included in S. 4 will significantly enhance the ability of the Department of Homeland Security DHS, and the Transportation Security Administration TSA, to fulfill their missions. These provisions were developed by the Commerce Committee while Mindful of the delicate balance between implementing tough security measures and the effect such regulations may have on the Nation's economy and the movement of goods.

The aviation provisions incorporated into S. 4 were reported by the Commerce Committee on February 13 as S. 509, the Aviation Security Improvement Act of 2007. The provisions incorporate aviation-related 9/11 Commission recommendations, and provide TSA with additional tools to carry out its layered approach to security.

To do this, the aviation security provisions dedicate continued funding for the installation of in-line explosive detection systems utilized for the enhanced screening of checked baggage at our Nation's airports.

We all recognize the importance of screening 100 percent of cargo transported to and within the United States. Last Year, in the Safe Port Act, Congress acted to ensure that all cargo arriving in the U.S. by sea be screened. In S. 4, we ensure that 100 percent of air cargo also is screened. The U.S. air cargo supply chain handles over 50,000 tons of cargo each day, of which 26 percent, is designated for domestic passenger carriers.

Screening is particularly important in Alaska. Anchorage is the No. 1 airport in the U.S. for landed weight of cargo, and it is No. 3 in the world for cargo throughput. Our provision requires TSA to develop and implement a system to provide for the screening of all cargo being carried on passenger aircraft.

To address on-going concerns about passenger prescreening procedures, the legislation requires DHS to create an office of appeals and redress to establish a timely and fair process for airline passengers who believe they have been misidentified against the no-fly or selected watchlists.

TSA's layered approach to security relies not only upon equipment and technological advances, but also upon

improved security screening techniques employed by the TSA screeners, as well as the use of very effective canines. This legislation calls for TSA's national explosives detection canine team to deploy more of these valuable resources across the Nation's transportation network.

Mr. President, the bill passed by the Senate today also contains the provisions of S. 184, the Surface Transportation and Rail Security Act of 2007, which also was developed and reported on a bipartisan basis by the Commerce Committee.

While the aviation industry has received most of the attention and funding for security, the rail and transit attacks in Britain, Spain, and India all point to a common strategy utilized by terrorists. The openness of our surface transportation network presents unique security challenges. The vastness of these systems requires targeted allocation of our resources based on risk.

Most of the surface transportation security provisions in the bill before the Senate today have been included previously as part of other transportation security bills introduced by Senator INOUYE, Senator MCCAIN, and myself. Many of the provisions in the substitute amendment passed the Senate unanimously last Congress, as well as in the 108th Congress. Each time, however, the House of Representatives has not found the need to address rail, pipeline, motor carrier, hazardous materials, and over-the-road bus security. The time has come to get these provisions to the President's desk.

The substitute also contains the provisions of the Commerce Committee-reported measure, S. 385, the Interoperable Emergency Communications Act. Since 2001, we have heard the cries of public safety officials that the police, firefighters and emergency medical response personnel throughout the country need help achieving interoperability.

With this \$1 billion program that helps every State, public safety will be able to move forward with real solutions and begin addressing the problems that have plagued our Nation's first responders for too long.

The legislation addresses the public safety issues that have been brought to the Commerce Committee's attention. It also creates a \$100 million fund to establish both Federal and State strategic technology reserves that will restore communications quickly in disasters equal in scale to Hurricanes Katrina and Rita.

Added as amendments to the bill were a number of additional Commerce Committee items, for which I thank the managers of the bill, as well as Chairman INOUYE for their support.

Included among those provisions was a measure that represents an important step forward for public safety because it approved the 9-1-1 modernization Act, which was reported last month by the Commerce Committee. I

offered this measure with Senators CLINTON, INOUYE HUTCHISON, SNOWE, SMITH, and VITTER.

The amendment provides advanced borrowing authority so that \$43.5 million can be made available for 9-1-1 upgrades which are desperately needed throughout the country—especially in rural America. Congress previously allocated these funds in the digital television transition legislation, but without the borrowing authority language, public safety would have to wait until after the digital transition auction before they could receive these important funds.

Also added was an amendment sponsored by Chairman INOUYE that I co-sponsored that establishes a national registered armed law enforcement program for law enforcement officers who need to be armed while traveling by air. This law enforcement provision builds upon mandates in the Intelligence Reform Act of 2004.

An additional amendment was sponsored by Chairman INOUYE with my cosponsorship that enhances the canine provisions in the underlying bill by expanding the national explosives detection canine team training program. Beyond increasing the training capacity at the current facility at Lackland Air Force Base as provided in the underlying bill, the amendment adopted would require DHS to explore options of creating a standardized TSA-approved canine program that private sector entities could utilize to meet the ongoing need for canines.

We must not politicize national security. The Commerce Committee initiatives included in the pending bill were achieved only because of bipartisanship. I am pleased that the development and passage of the bill was conducted by the bill managers in that same spirit. And while some provisions contained within the bill need to be further developed—as many of our colleagues have highlighted over the past few weeks—I voted in favor of the bill as I support the preponderance of its contents.

#### NATIONAL AWARD FOR PASSING MOST LOCAL SMOKEFREE LAWS

Mr. DURBIN. Mr. President, I rise to commend the great State of Illinois for receiving the National Award for Passing Most Local Smokefree Laws in 2006. This honor was awarded to Illinois by the national organization Americans for Nonsmokers Rights.

Last year, a recordbreaking 36 Illinois cities and counties enacted smokefree laws, more than any other State in the Nation. In doing so, Illinois has taken a firm stance against the devastating consequences that smoking has on our communities.

The 2006 Surgeon General's report, "The Health Consequences of Involuntary Exposure to Tobacco Smoke," concluded that smoking rooms and ventilation systems cannot protect people from secondhand smoke. The re-

port reaffirmed previous health findings that secondhand smoke causes heart disease, cancer, respiratory problems, and even death.

I am honored to acknowledge the tireless efforts of public health advocates and State legislators who helped make it possible. Before 2005, Illinois communities were preempted from passing local laws. Now, the local community has the right to deal with this important issue and help improve the health of millions of Illinoisans. The following communities have enacted smokefree laws in the State: Arlington Heights, Barrington, Bedford Park, Bloomington, Buffalo Grove, Burr Ridge, Champaign, Chicago, Cook County, Deerfield, DeKalb, Elk Grove Village, Evanston, Hawthorn Woods, Highland Park, Hinsdale, Hoffman Estates, Lake Forest, Libertyville, Lincolnshire, Lindenhurst, Long Grove, McLean County, Mt. Prospect, Normal, Northbrook, Oak Forest, Oak Park, Orland Park, Palatine, Park Ridge, Rolling Meadows, Sangamon County, Schaumburg, Skokie, Springfield, Tinley Park, Urbana, Vernon Hills, Wheaton, and Wilmette.

Again, I extend my deepest congratulations to the citizens of Illinois, who now can breathe a little easier.

#### SECURE RURAL SCHOOLS AND COMMUNITY SELF-DETERMINATION ACT OF 2000

Mr. CRAIG. Mr. President, I rise today to discuss the importance of the need to reauthorize the Secure Rural Schools and Community Self Determination Act of 2000.

This act expired September 30, 2006, and now over 700 counties and 4,400 school districts in 39 States are in financial limbo.

In simple terms, this means that 8 million kids in rural America are going to be impacted by Congress's inaction.

This is simply unacceptable.

I have been joined by several of my colleagues in introducing, S. 779, a simple one year reauthorization. This measure would provide some certainty to the impacted counties and schools while Congress works to address the larger issue of a multiyear reauthorization.

It is clear to me that the safety net payments need to continue, but in a manner that encourages and focuses on building collaboration—one of the cornerstones of this act.

For my colleagues who are unfamiliar with this issue, let me quickly review how the Congress got to this point.

In 1992, Congress provided some counties in the Pacific Northwest with a temporary financial "safety net" to help them transition from the timber boom years of the 1980s.

The safety net was scheduled to gradually phase out over a 10-year period, but demands for a more inclusive program resulted in its early termination and the enactment of another

temporary program, the Secure Rural Schools and Community Self-Determination Act of 2000.

This act was designed to allow counties an opportunity to transition back to the traditional revenue sharing programs.

The temporary safety net was originally recommended to Congress by the National Forest County Schools Coalition.

One of the Coalition's principles States that special payments to States under this legislation will provide a short-term safety net with a specific termination date.

The county payments program dramatically broadened the geographical and substantive scope of the original safety net payment.

The large majority of the funds still were focused on the Pacific Northwest, but the new national program permitted most States and counties across the country to participate and benefit from it thus, providing a measure of financial certainty to all counties that rely on revenues from Federal forest lands.

The act has been an enormous success, not just achieving but surpassing the goals of Congress.

This act has restored programs for students in rural areas and prevented the closure of numerous isolated schools. It has been a primary funding mechanism to provide rural school students with educational opportunities comparable to those enjoyed by suburban and urban students.

Next, the act has allowed rural county road districts to address the severe maintenance backlog. Snow removal has been restored for citizens, tourists, and school buses. Bridges have been upgraded and replaced, and culverts that are hazardous to fish passage have been upgraded and replaced.

In addition, over 70 Resource Advisory Committees, or RACs, have been formed.

Nationally, these 15-person diverse RAC stakeholder committees have studied and approved more than 2,500 projects on Federal forestlands and adjacent public and private lands.

These projects have addressed a wide variety of improvements drastically needed on our public lands. Projects have included fuels reduction, habitat improvement, watershed restoration, road maintenance and rehabilitation, reforestation, campground and trail improvement, and noxious weed eradication.

RACs are a new and powerful partnership between county governments and the land management agencies.

They are rapidly building the capacity for collaborative public land management decision making in over 150 of our largest forest counties in America and are reducing the gridlock over public land management, community by community.

In the future, I feel the RACs will be providing the leadership to build consensus for projects that will keep our