

to hold down the cost. The copay for veterans for prescription drugs right now is \$2. He said: Absolutely.

Maybe what we are going to have to do—there are Republicans who will agree; I hope all the Democrats agree—is also have some cost containment. We have 40 million Medicare recipients. I suppose we might be able to say that 40 million Medicare recipients represent a bargaining unit and we want a discount from these pharmaceutical companies that are making excessive, obscene profits.

There are a lot of issues people care about. There are many issues on which we need to move forward. In particular, in order to do well by people, we are going to have to be not only intellectually honest, but we will have to have some political courage—political courage to talk about the ways in which this tax cut bill puts us in a strait-jacket and amounts to a miserable failure from the point of view of our being able to do well for people and from the point of view of our being willing to live up to our promises. Everybody who ran for office talked about an affordable prescription drug benefit.

In addition, we are going to have to challenge some of the profits of the pharmaceutical industry and have some cost containment so this works.

VICTIMS ECONOMIC SECURITY AND SAFETY ACT

Mr. WELLSTONE. Madam President, today I am going to introduce legislation, the Victims Economic Security and Safety Act, with Senator MURRAY—she probably will not be able to be at the press conference because she is doing such an admirable job of standing her proper ground for safety—Senator SCHUMER and Senator DODD; and Representatives CAROLYN MALONEY and LUCILLE ROYBAL-ALLARD on the House side.

Basically, this legislation deals with what is a huge problem; that is to say, estimates are that as many as 50 percent of the victims of domestic violence have lost jobs in part due to their struggle. The same thing holds true for victims of sexual assault.

The legislation addresses three or four issues. No. 1, it would provide emergency leave for those women—sometimes men, almost always women—who are having to deal with the battering and with the violence, be it in the home, be it sexual assault, be it stalking. It will allow them to take some time off from work to see a lawyer, to see a doctor, to do what they need to do.

No. 2, it would extend unemployment compensation to people who are forced to leave their jobs in order to provide for their own safety and their children's safety. Amazingly, this happens in about 50 percent of the cases: Quite often for these women, the man—be it

the former husband, a stalker, somebody who has assaulted them sexually—will come to their workplace and constantly be there. And in order to be safe, in order sometimes literally to save their lives, in order for their children to be safe, they then have to leave work. We want to, with documentation, be able to provide some unemployment compensation.

No. 3, it would prohibit discrimination against victims of domestic and sexual assault. This is critically important. What happens is the employer—and some of the employers are great—sometimes says: This is creating a lot of trouble. Therefore, we fire you.

That is the last thing in the world you want to do.

It also provides protection from insurance company discrimination. There is no reason why women should be battered again by an insurance company that says: We understand that this guy has come to work, is threatening you, that you have this problem. We don't think you are a good bet for health insurance.

Finally, it provides tax credits to companies that will provide the programs and the help.

The PRESIDING OFFICER. The Senator's time has expired.

The Senator from Nevada.

EXTENSION OF MORNING BUSINESS

Mr. REID. Madam President, I ask unanimous consent that morning business be extended for another 10 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

STALKING AND DOMESTIC VIOLENCE

Mr. REID. Madam President, before the Senator from Minnesota leaves the floor, I wish to say I was not able to hear all of his statement but most of it. He mentioned what we need around here is political courage. That is something that is not lacking in the service of the Senator from Minnesota.

I appreciate his legislation regarding stalking and domestic violence. Stalking is a very evil thing, for lack of a better way to put it. I can't imagine how difficult it is for people who are stalked.

Senator ENSIGN and I had the misfortune of having somebody who was stalking us. It was very serious. He felt he had been aggrieved in Mexico and that we should do something about it. Of course, there was nothing we could do about it. It became a very big burden on my staff. He wouldn't leave my office. Finally, in an effort to get attention, rather than shoot one of my staff members or me, he shot himself in front of my office. He survived the gunshot wound and proceeded to continue

to harass us. He was convicted and sent to prison. I only say that because if people of our stature and in the public awareness have difficulties, I can't imagine people who don't have the U.S. marshals and other people protecting them. So we need to do more. It is a very insidious thing. We need to do a better job of training law enforcement, although they are trained much better than they were regarding domestic violence. We need to have judges who better understand domestic violence.

I am anxious to look at the Senator's legislation. It sounds as if it is heading toward the correct destination. We need to focus more attention on this national problem.

Mr. WELLSTONE. Madam President, I thank my colleague from Nevada and tell him that, as we move forward, we will talk about some companies that have put together model programs. Again, unfortunately, what a bitter irony that for too many of these women—part of what this is all about is control. They have had the courage to move out of the home because the home is very dangerous for them and very dangerous for their children. Still, about every 15 seconds a woman is battered in the United States. Maybe this guy will come to work—and basically he doesn't want her to be working, so that is part of her independence. He will stalk her and make threats. Then all too often the employer will basically let her go, saying it is too much trouble. Then where is she? Quite often, she is forced back into a horrible situation. In about 50 percent of the cases, it happens where the guy or woman comes to work and the threats are made.

We are saying there has to be a way we can provide additional help and support. So we do a number of different things for those who have been victims of violence in homes, sexual assault, and stalking. A number of things are in this legislation. I think it would make a huge difference. I thank my colleague for his comments.

Mr. REID. I will say one more thing to the Senator. There are more animal shelters than there are domestic crisis shelters in America. In Nevada, a rapidly growing community, we are so understaffed. We have a lack of facilities. These brave women are willing to break away from this domestic violence, and we are having trouble finding a place for them to go. It is a really difficult situation, not only in Nevada but all over the country. It is a national problem. We have helped with some national moneys but not nearly enough.

Mr. WELLSTONE. I thank my colleague.

In addition, even if women have been in shelters, there is no affordable housing.

Mr. REID. Madam President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mrs. MURRAY. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2002

The PRESIDING OFFICER. Under the previous order, the Senate will now resume consideration of H.R. 2299, which the clerk will report by title.

The assistant legislative clerk read as follows:

A bill (H.R. 2299) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes.

Pending:

Murray/Shelby amendment No. 1025, in the nature of a substitute.

Murray/Shelby amendment No. 1030 (to amendment No. 1025), to enhance the inspection requirements for Mexican motor carriers seeking to operate in the United States and to require them to display decals.

The PRESIDING OFFICER. The Senator from Washington.

Mrs. MURRAY. Madam President, we are this morning discussing the Transportation appropriations bill. As Members know, this bill contains many, many important infrastructure projects across this country for Members' airports, the Coast Guard, roads, infrastructure, bridges. We are trying diligently to move this bill forward so we can make progress and move to the House for a conference so we can do our duty in terms of the transportation infrastructure in this country and getting those projects funded.

I know many Members have priority projects in here they want to make sure are included. Senator SHELBY and I have been working extremely hard together in a bipartisan manner to ensure those projects move forward in a timely fashion.

We implore all of our colleagues who have amendments to come to the floor this morning. It is 10:30 on Wednesday morning. We are here. We are ready. We are waiting for those amendments to be offered. I understand Senator GRAHAM of Florida will be here shortly to offer his. I let all Members know, postcloture their amendments may fall, and we are going to be moving to that very quickly. Members have this morning, the next hour and a half, to offer any amendments they would like to have considered, either to be in-

cluded in a voice vote that we hope to have or to be offered as amendments. Otherwise, they may not get their project debated on the floor and included in our bill.

Senator SHELBY and I are ready to consider any amendments that Members bring. We let them know that if they don't bring them shortly, they will probably not be allowed to be offered or included in the bill.

I yield the floor.

The PRESIDING OFFICER. The Senator from North Dakota.

Mr. DORGAN. Madam President, I come to the floor to speak again about the issue of highway safety and the issue of allowing Mexican long-haul truckers to come in beyond the 20-mile limit in this country because, as the President suggests, that is part of what NAFTA requires. I disagree with that.

Before I talk about that issue, I will talk about something that happened yesterday and has been happening day after day on the floor of the House. A colleague stood up yesterday and said: Is this a way to run the Senate? He was upset at the end of the day that not much had happened on this appropriations bill. What is happening on these appropriations bills is, we are working in the Appropriations Committee to get these bills out. The chairman of the committee, Senator BYRD, and the ranking member, Senator STEVENS, have done a wonderful job working with all of the subcommittees. We are getting the bills out of the Senate Appropriations Committee. We are getting them to the floor of the Senate. What we see is a slow-motion action by people in the Senate who decide they really don't want the Senate to act. They don't want the Senate to move.

I don't think it is in the Senate's interest and I don't think it is in the country's interest to slow this process down. We have very limited time. We on the Appropriations Committee have tried to do a serious job of putting together good appropriations bills that we can consider, to move forward, so we can have conferences and get the spending bills in place and signed into law before October 1.

Senator MURRAY and Senator SHELBY have worked on this piece of legislation. While I have differences on the issue of Mexican trucking with not only the chairman and the ranking member, I also have differences, very substantial differences, with others who want to offer amendments from the other side. We ought to be able to resolve it, have the amendments and have the votes and move on, finish whatever other amendments are available to be offered to this bill, go to third reading, and pass this appropriations bill.

I bet Senator MURRAY and Senator SHELBY, who have exhibited enormous patience sitting on the floor waiting for people to offer amendments, would

like nothing better than to have this Senate dispatch this bill. Today. Move the amendments. Get this bill out of here.

While someone stands on the floor and says, is this any way to run the Senate, the way Senator DASCHLE and other leaders are trying to run the Senate, bringing bills to the floor, offering amendments, and getting the bills passed, others are sitting on the back seat of the bicycle built for two with the brakes on, peddling up hill.

The message is either lead or get out of the way for those who want to stall the business. Senator DASCHLE has come to the floor and said that these are the pieces of legislation we have to finish before the end of next week. He is serious about that. He should be. He understands what the Senate has to accomplish. We have some who don't care much; they want to stall and stall and stall.

We have a number of appropriations bills that are waiting. Let's get this bill done and then move on. It seems to me it serves no national purpose to hold up appropriations bills for any great length of time.

Having said that—which I said because I was nonplused by someone standing up being critical of the way the Senate is being run when we are doing the right thing but we are not getting the cooperation; we need the cooperation to get these things done—we ask for more cooperation today to see if we cannot get this appropriations bill moving and through the Senate.

This morning's Washington Post says "Battle on Mexican Trucking Heats Up." It describes two positions on the issue of Mexican trucking. Really, there are three positions. I want to describe the one the Washington Post forgot to mention. There is the position that is offered in this legislation by Senator MURRAY and Senator SHELBY. They have negotiated and reached a position that describes certain conditions that must be met before Mexican long-haul trucks move into this country. The other position is the position adopted by the House by a nearly 2-1 vote which says we cannot spend money; we are prohibited from spending money to approve the licenses or approve the permits to allow Mexican trucks to come into this country beyond the 20-mile limit during the coming fiscal year. I happen to favor the House approach because I think that is the only way to stop what otherwise inevitably will happen.

The approach taken by the Chair of the subcommittee and the ranking member is one that I think has merit, but one that I think requires certifications that certain things are met. My experience with certifications is that if an administration wants to do something, it will certify anything. I worry very much it will not stop what I don't want to happen. What I don't