

are adjacent to La Fourche, will also support industry activity. Many of the parishes need additional help as well as other coastal States. These new demands will put a great deal of stress on an already besieged environment. Mr. President, these areas and their fragile environments in Louisiana were sacrificed long ago for the benefit of industry investment and development. I intend to ensure that these areas will be ignored no longer.

Since the early 1990's, the Minerals Management Service at the Department of the Interior and various heads of environment and natural resource departments from a number of States have been holding talks and negotiations over revenue sharing from the funds collected from activity in the gulf. This month, in fact, tomorrow, the OCS Policy Committee will be meeting in Galveston, TX, to vote on a revenue sharing initiative. I commend this method of consensus building that the Department, industry, and the States have undertaken to address revenue sharing and its implementation. But I want to go further than just recognizing their actions, Mr. President.

In the next few weeks, I will be filing the bill to bring this issue to the attention of the U.S. Senate to ask for a greater distribution and a more fair distribution to those States impacted so that we can continue to support this industry, but in return this industry can and the Federal Treasury can invest back into Louisiana and other coastal States so we can continue this drilling in an environmentally sensitive way.

Through advances in technology and favorable laws, we have come upon a great resource for this Nation, to reduce our dependence on foreign oil. At the same time, we must take advantage of this economic boon to reinvest in our environment, to repair damage to our wetlands, and to take stock of our natural resources and their value as we benefit in the coming years from activity in the gulf.

Thank you, Mr. President. I thank you for the time.

WALTER GREY HEMPHILL, JR., WORLD WAR II HERO

Mr. COCHRAN. Mr. President, funeral services will be held today in my State for Walter Grey Hemphill, Jr., a World War II hero, who was also a very close personal friend.

He was best known in our community as a former star athlete at Byram High School, who was recruited to play football at the University of Mississippi in 1941, as a successful coach and teacher at his alma mater, a respected vice president and general manager of Deviney Construction Co., an active member and chairman of the deacons at the First Baptist Church of Byram, and as a past worthy patron of the Order of the Eastern Star.

While most of his friends knew that Walter Grey Hemphill, Jr., had been a

veteran of World War II, few were aware of the details of his combat experiences. The fact that he was one of the true heroes of the Battle of the Bulge was not something he talked about very easily.

The citation he received awarding him the Silver Star for valor in battle described his bravery under fire and his willingness to risk his life to save the lives of his fellow paratroopers of the 101st Airborne Division in the fighting near Bastogne, Belgium, in December 1944. He destroyed a German gun emplacement with an explosive charge at close range while under heavy enemy fire. His courageous action saved the lives of the members of his unit, but he was seriously wounded in the process. He received two Purple Hearts and spent over a year in hospitals recovering from his injuries.

After the war, he returned to the University of Mississippi and, although unable to play football, he earned his bachelor and master's degrees and became my high school world history teacher, as well as my football, basketball, and baseball coach. He was also our close neighbor whose friendship I enjoyed and appreciated. I'm confident that the lessons I learned from him on the athletic fields, in the classrooms, and in our neighborhood provided me with a firm foundation of values, attitudes, and work habits that made future academic and professional success possible.

I will always remember and be grateful for his generous acts of kindness, his fair but firm discipline, and his thoughtful leadership.

He is survived by a dear and loving wife, Elsie, and a devoted daughter, Patricia Windham, to whom I extend my sincerest condolences.

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

CLOTURE MOTION

The PRESIDING OFFICER (Mr. ROBERTS). Under the previous order, pursuant to rule XXII, the Chair lays before the Senate the pending cloture motion, which the clerk will state.

The legislative clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on the modified committee amendment to S. 1173, the Intermodal Surface Transportation Efficiency Act:

Trent Lott, John H. Chafee, John Ashcroft, Larry Craig, Don Nickles, Mike DeWine, Frank Murkowski, Richard Shelby, Gordon Smith, Robert Bennett, Craig Thomas, Pat Roberts, Mitch McConnell, Conrad Burns, Spence Abraham, and Jesse Helms.

CALL OF THE ROLL

The PRESIDING OFFICER. Pursuant to rule XXII, the Chair now directs the

clerk to call the roll to ascertain the presence of a quorum.

The assistant legislative clerk proceeded to call the roll and the following Senators entered the Chamber and answered to their names.

[Quorum No. 6]

Abraham	Gorton	McConnell
Ashcroft	Grams	Moynihan
Bennett	Grassley	Murkowski
Biden	Gregg	Murray
Bingaman	Hagel	Nickles
Breaux	Hatch	Roberts
Bumpers	Hollings	Santorum
Cleland	Hutchinson	Sarbanes
Coats	Hutchison	Sessions
Collins	Jeffords	Smith (NH)
Coverdell	Kennedy	Smith (OR)
Craig	Landrieu	Specter
Daschle	Leahy	Thomas
DeWine	Lieberman	Thompson
Domenici	Lott	Thurmond
Enzi	Lugar	Wellstone
Feingold	Mack	
Ford	McCaïn	

The PRESIDING OFFICER. A quorum is present.

VOTE

The PRESIDING OFFICER. The question is, Is it the sense of the Senate that debate on the modified committee amendment to S. 1173, the Intermodal Surface Transportation Act, shall be brought to a close?

The yeas and nays are required under the rule. The clerk will call the roll.

The legislative clerk called the roll.

The result was announced—yeas 52, nays 48, as follows:

[Rollcall Vote No. 282 Leg.]

YEAS—52

Abraham	Faircloth	Mack
Allard	Frist	McConnell
Ashcroft	Gorton	Murkowski
Bennett	Gramm	Nickles
Bond	Grams	Roberts
Brownback	Grassley	Roth
Burns	Gregg	Santorum
Campbell	Hagel	Sessions
Chafee	Hatch	Shelby
Coats	Helms	Smith (NH)
Cochran	Hutchinson	Smith (OR)
Collins	Hutchison	Stevens
Coverdell	Inhofe	Thomas
Craig	Jeffords	Thompson
D'Amato	Kempthorne	Thurmond
DeWine	Kyl	Warner
Domenici	Lott	
Enzi	Lugar	

NAYS—48

Akaka	Feinstein	Lieberman
Baucus	Ford	McCaïn
Biden	Glenn	Mikulski
Bingaman	Graham	Moseley-Braun
Boxer	Harkin	Moynihan
Breaux	Hollings	Murray
Bryan	Inouye	Reed
Bumpers	Johnson	Reid
Byrd	Kennedy	Robb
Cleland	Kerrey	Rockefeller
Conrad	Kerry	Sarbanes
Daschle	Kohl	Snowe
Dodd	Landrieu	Specter
Dorgan	Lautenberg	Torricelli
Durbin	Leahy	Wellstone
Feingold	Levin	Wyden

The PRESIDING OFFICER. On this vote the yeas are 52, the nays are 48.

Three-fifths of the Senators duly chosen and sworn not having voted in the affirmative, the motion is rejected.

Mr. CHAFEE addressed the Chair.

The PRESIDING OFFICER. The Senator from Rhode Island is recognized.

Mr. CHAFEE. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. BAUCUS. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Mr. BAUCUS. Mr. President, I ask to speak for 2 minutes out of order.

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

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1997

Mr. BAUCUS. Mr. President, I would just like to say a few words about where we are on the highway bill. It is due to internal political discussion and confrontation that we have not been able to move on the highway bill. There has been a bipartisan effort to try to get an agreement on campaign finance reform. We are still at loggerheads.

Mr. President, it is imperative that we in the Senate find some way to get a highway bill passed. It has been a month now since the authorization expired. It expired on September 30. We in the Senate are derelict by not passing highway legislation.

I say that because there are many States that are going to run out of money very soon. My State of Montana will run out the first part of February. It takes a long time to let contracts, to bid on contracts, to get the pipeline lined up so dollars are out to the States for jobs. I have been in favor of the 6-year bill. It only makes sense that we have some continuity in our highway program.

This is not some abstract theory, Mr. President. This is jobs. This is local people, cities and counties and States, that very much depend upon this multibillion-dollar program. So I urge us to find some pragmatic, practical way to get some form of a highway bill passed. I hope it is 6 months. It may not be 6 months. I hope it is 6 years. It may not be 6 years. But we have to pass something so when we go home over the holidays we will at least have built a bridge so next year we take up a full 6-year bill and find a way to get that passed.

I urge my colleagues to find some way to solve this impasse now so we as a practical matter do our duty to get highway legislation passed.

Mr. DASCHLE addressed the Chair.

The PRESIDING OFFICER. The Democratic leader is recognized.

Mr. DASCHLE. Mr. President, I will use my leader time to comment on the remarks just made by the senior Senator from Montana. I share his view.

Obviously, this is a very significant concern for all of our States and for a lot of Governors and those who are making decisions in their departments of transportation.

There are really two approaches. The first approach is for us to reach an agreement to allow campaign finance

reform to be set for a certain date early next year. I think there are good-faith negotiations continuing, and I am hopeful they will produce the desired result.

But that is the first option. Then we can take up the 6-year bill and complete our work, as I know many of our colleagues, including this Senator, would like to do.

The second option is the one that the Senator from Montana alluded to. We can do what the House has already done. We can take up a 6-month bill. We can improve upon the 6-month bill that the House has proposed. I think we could use our allocation, our numbers and be in a much better position to go to conference. But certainly no one should object to moving a 6-month bill if we can't get agreement on a longer bill.

So either way, Mr. President, we have an option. We can take up the 6-year bill—hopefully, that is still possible—only if we can get campaign finance reform. Who knows what will happen in conference even with a 6-year bill. But at least the Senate will have acted. Short of that, there is absolutely no reason why we cannot take up a 6-month bill. We could do it on a unanimous-consent basis if we wished, and I hope we could do that as a second option should we not resolve the first.

However, I do believe we must act. We must resolve this matter prior to the end of this session. I am confident that, working together, we can find a way to do that.

I yield the floor.

Mr. CHAFEE addressed the Chair.

The PRESIDING OFFICER. The Senator from Rhode Island is recognized.

Mr. CHAFEE. Mr. President, I would ask that I might proceed for 4 minutes as in morning business.

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

Mr. CHAFEE. Mr. President, I point out we have been on this highway bill, the surface transportation legislation, for nearly 3 weeks. This was, I believe, the fourth cloture vote so that we could move on and deal with the bill.

We could not get cloture. The other side didn't want us to have cloture. So that's why we are in this jam. This legislation before us is a 6-year bill. It came out of the committee unanimously. There may be variations and amendments. That is fine. We ought to have a chance to bring them up and vote on them.

But we could not do that, Mr. President. I think that is very regrettable. Now people are backing off and saying let's possibly have a 6-month bill. I think that is a disaster; nobody can do any long-range planning with a 6-month piece of legislation.

So I think it is very unfortunate the way this has worked out. I am not sure what the next order of business is or what the next step in connection with this highway legislation will be, but I feel very badly that we did not get cloture so we could go ahead and deal

with a good bill, bring up the amendments and vote on them one way or another. But we were unable to do that, and I regret it.

Mr. KERRY addressed the Chair.

The PRESIDING OFFICER. The Senator from Massachusetts is recognized.

Mr. KERRY. Mr. President, I ask unanimous consent that I be permitted to proceed as if in morning business.

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

Mr. KERRY. Mr. President, I would like to respond briefly to the Senator from Rhode Island and make it as clear as I think it can be made clear that this is about one issue. It is not about ISTEA. It is not about the transportation needs of the country. It is about campaign finance reform.

That is all this is about. We have been pressing for months to be able to get the ability to debate and have a full-fledged legislative effort on campaign finance reform. We have been denied the right to have one vote on the substance of real campaign finance reform, not one vote.

The reason we are in this predicament is exclusively the resistance on the part of the Republicans to permit us to have a date certain and the ability to be able to legislate on campaign finance reform.

That is all this is about. There are as many Members on the Democratic side of the aisle who want to vote for ISTEA as there are on the Republican side. ISTEA will ultimately pass the Senate, and it will pass overwhelmingly. This is about whether or not we are going to face one of the most important issues the people in this country want to face, that a group of people are resisting and will not allow the democratic process to work. It is that simple. I hope no one will confuse it in the days ahead. This could be resolved in a matter of hours by reasonably permitting those of us who seek campaign finance reform to know that we can return after the recess and be able to vote in February or March and have the Senate properly discuss the issue of campaign finance reform.

This is an issue that, on the Republican side, Senator MCCAIN has said and on our side the leadership has said and a number of us have said, is not going to go away.

If there is any lesson we have learned in the Senate, it is that when there is the kind of issue that has a sufficient number of votes for the underlying bill, they do not go away. We have seen that on the minimum wage. We have seen it on a host of other issues through history here. I am confident that we can come together around some reasonable approach to campaign finance reform.

We have acknowledged to Senator MCCONNELL and others that this is an issue which will take 60 votes. We know that. We are not suggesting that this can be resolved other than by coming together with some kind of consensus that will resolve the capacity of either side to filibuster. We know that.