

campaign finance reform. I think it would be tougher on incumbents, but we are not going to get it until we do overturn Buckley versus Valeo.

The Supreme Court has often reversed itself when the Court was wrong, and there have been constitutional amendments when the Court was wrong. We have an amendment process where two-thirds of the House of Representatives and the Senate, and three-fourths of the States, can change the Constitution—because the U.S. Supreme Court is not the last word. They can be overturned.

There have been proposals to overturn Supreme Court decisions by a two-thirds vote of the Senate. I would hate to see that happen because we muster two-thirds of the Senate sometimes on issues which may not really reflect long-range interests of the United States. I think it is important to have a high barrier to have a constitutional amendment. I think one day the public alarm, the public dismay, the repugnance of the public will reach a level which will motivate the Congress to have campaign finance reform and to have a constitutional amendment.

I think it is a solid constitutional principle that money ought not to be equated with speech, and we ought to overturn Buckley versus Valeo and then Congress ought to have sensible legislation to ensure that democracy is protected and our Republic is protected.

I thank the Chair. I yield the floor.

The PRESIDING OFFICER. The majority leader.

MORNING BUSINESS

Mr. LOTT. Mr. President, I ask unanimous consent there now be a period for the transaction of morning business with Senators permitted to speak for up to 5 minutes each.

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

Mr. LOTT. Mr. President, I want to thank the cooperation of the Senator from South Carolina and all the other Senators involved in this debate for their cooperation. It certainly has been a full debate and not a lot of quorum calls were taken. I believe we have entered into, now, an agreement where we will get a final vote on this on Tuesday at 2:45.

Mr. HOLLINGS. That is correct.

Mr. LOTT. We will have further debate on the issue?

Mr. HOLLINGS. Early Tuesday morning, just immediately after the party caucuses.

Mr. LOTT. So all Members will understand there will be a vote on this issue, then, on Tuesday at 2:45.

We are about ready to propound a unanimous-consent request and/or take other action if it is necessary. We have been communicating with the Democratic leader about getting some agreements entered into that could affect Monday and Tuesday and perhaps even Wednesday.

So that we can have a final opportunity to consult, 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. LOTT. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

CONGRATULATIONS TO PROFS. ROBERT F. CURL AND RICHARD E. SMALLEY

Mr. GRAMM. Mr. President, I would like to congratulate Profs. Robert F. Curl and Richard E. Smalley of Rice University in Houston for their work in the field of molecular chemistry. Along with Prof. Harold Kroto of England, Professors Curl and Smalley were awarded the 1996 Nobel Prize in chemistry for their discovery of the third molecular form of carbon.

Professor Curl, a native Texan from Alice, and Professor Smalley are co-discoverers of the carbon molecule called Buckminsterfullerene. It was named after R. Buckminster Fuller, the architect famous for his geodesic domes, because this new molecule closely resembles his designs. In fact, the term used to describe these molecules is "buckyballs."

This breakthrough discovery by Professors Curl and Smalley promises to revolutionize the world we live in. This new carbon molecule will have scientific and practical applications across a wide variety of fields, from electrical conduction to the delivery of medicine into the human body. These extremely stable molecules are impervious to radiation and chemical destruction, and can be joined to form carbon nanotubes which are 10,000 times smaller than a human hair, yet 100 times stronger than steel. Buckyballs will establish a whole new class of materials for the construction of many products, from airplane wings and automobile bodies to clothing and packaging material.

The work of Professors Curl and Smalley is just one example of the excellent work being done at Rice University and at the many other fine research institutions in Texas. Rice University has long been a premier research center, and with the new Center for Nanoscale Science and Technology, Rice is the first university in the United States to focus on submicroscopic methods for fabricating new structures on the atomic and molecular scale. As Professor Smalley himself described it, "This is the ultimate frontier in the game of building things."

Given that nanoscale science and technology requires an interdisciplinary approach, Rice University is the ideal setting for this new center for nanoscale research. The collaborative scientific approach, which is common at Rice but less customary at larger research institutions, encourages the

sort of scientific breakthroughs exemplified by the discovery of buckyballs. These discoveries are essential if we are to guarantee that America will remain the world leader in research. We must be sure we do all we can to support our Nation's scientists, because our Nation's future depends upon the work of people like Professor Smalley and Professor Curl.

Once again, I congratulate Professor Robert Curl and Professor Richard Smalley, as well as Rice University, for earning the Nobel Prize in chemistry. Their contribution to the body of scientific knowledge has been invaluable and will touch the lives of millions.

MESSAGES FROM THE HOUSE

At 1:59 p.m., a message from the House of Representatives, delivered by Mr. Hays, one of its reading clerks, announced that the Speaker appoints Ms. Jo Anne Barnhart of Virginia as a member from private life on the part of the House to the Social Security Advisory Board to fill the existing vacancy thereon.

The message also announced that the Speaker appoints the following Member on the part of the House to the U.S. Holocaust Memorial Council: Mr. YATES.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC-1408. A communication from the Chief of the Programs and Legislation Division, Office of Legislative Liaison, Department of the Air Force, transmitting, pursuant to law, the notice of a multi-function cost comparison; to the Committee on Armed Services.

EC-1409. A communication from the Assistant to the Board of Governors of the Federal Reserve System, transmitting, pursuant to law, a rule entitled "Government Securities Sales Practices" (RIN1557-AB52) received on March 12, 1997; to the Committee on Banking, Housing, and Urban Affairs.

EC-1410. A communication from the General Counsel of the Department of Energy, transmitting, pursuant to law, a rule entitled "Policy and Planning Guidance" received on March 6, 1997; to the Committee on Energy and Natural Resources.

EC-1411. A communication from the Assistant Secretary of State (Legislative Affairs), transmitting, pursuant to law, the report of a memorandum of justification and a schedule of proposed obligations; to the Committee on Foreign Relations.

EC-1412. A communication from the Assistant Attorney General, transmitting, a draft of proposed legislation entitled "The Saving Law Enforcement Officers' Lives Act of 1997"; to the Committee on the Judiciary.

EC-1413. A communication from the Managing Director of the Federal Communications Commission, transmitting, pursuant to law, seven rules received on March 11, 1997; to the Committee on Commerce, Science, and Transportation.

EC-1414. A communication from the Administrator of the National Aeronautics and Space Administration, transmitting, pursuant to law, the report of indemnification actions approved during calendar year 1996; to

the Committee on Commerce, Science, and Transportation.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolution were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. SPECTER:

S. 435. A bill to provide children with improved access to health care; to the Committee on Labor and Human Resources.

By Mr. ROTH (for himself, Mr. MOYNIHAN, Mr. LAUTENBERG, Mr. WYDEN, Mr. JEFFORDS, Mr. BIDEN, Mr. KERRY, Mr. DEWINE, Mr. LEAHY, and Mr. SPECTER):

S. 436. A bill to amend the Internal Revenue Code of 1986 to provide for the establishment of an intercity passenger rail trust fund, and for other purposes; to the Committee on Finance.

By Mr. DOMENICI (for himself, Mr. INOUE, Mr. CAMPBELL, Mr. JOHNSON, Mr. MURKOWSKI, Mr. STEVENS, and Mr. BINGAMAN):

S. 437. A bill to improve Indian reservation roads and related transportation services, and for other purposes; to the Committee on Indian Affairs.

By Mr. GRASSLEY:

S. 438. A bill to provide for implementation of prohibitions against payment of social security benefits to prisoners, and for other purposes; to the Committee on Finance.

By Mr. MURKOWSKI (for himself, Mr. AKAKA, Mr. DOMENICI, and Mr. KYL):

S. 439. A bill to provide for Alaska State jurisdiction over small hydroelectric projects, to address voluntary licensing of hydroelectric projects on fresh waters in the State of Hawaii, to provide an exemption for portion of a hydroelectric project located in the State of New Mexico, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. FEINGOLD (for himself and Mr. BROWNBACK):

S. 440. A bill to deauthorize the Animas-La Plata Federal reclamation project and to direct the Secretary of the Interior to enter into negotiations to satisfy, in a manner consistent with all Federal laws, the water rights interests of the Ute Mountain Ute Indian Tribe and the Southern Ute Indian Tribe; to the Committee on Energy and Natural Resources.

By Mr. HARKIN (for himself and Mr. SPECTER):

S. 441. A bill to improve health care quality and reduce health care costs by establishing a National Fund for Health Research that would significantly expand the nation's investment in medical research; to the Committee on Finance.

By Mr. WYDEN (for himself and Mr. KERRY):

S. 442. A bill to establish a national policy against State and local government interference with interstate commerce on the Internet or interactive computer services, and to exercise Congressional jurisdiction over interstate commerce by establishing a moratorium on the imposition of exactions that would interfere with the free flow of commerce via the Internet, and for other purposes; to the Committee on Commerce, Science, and Transportation.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. DOMENICI (for himself, Mr. DODD, Mr. COCHRAN, Ms. MIKULSKI, Mr. BENNETT, Mr. LIEBERMAN, Mr. KEMPTHORNE, Mr. DORGAN, Mr. FRIST, Mr. CLELAND, Mr. ROBERTS, and Mr. SPECTER):

S. Res. 63. A resolution proclaiming the week of October 19 through October 25, 1997, as "National Character Counts Week"; to the Committee on the Judiciary.

By Mr. SARBANES (for himself, Ms. MIKULSKI, Mr. WARNER, and Mr. AKAKA):

S. Con. Res. 7. A concurrent resolution expressing the sense of Congress that Federal retirement cost-of-living adjustments should not be delayed; to the Committee on Governmental Affairs.

By Mr. ROBB:

S. Con. Res. 8. A concurrent resolution expressing the sense of Congress that Federal retirement cost-of-living adjustments should be effective on the same date as other cost-of-living adjustments given to federal retirement programs; to the Committee on Governmental Affairs.

By Mrs. HUTCHISON (for herself, Mr. DOMENICI, Mr. DODD, Mr. MCCAIN, Mr. BIDEN, and Mr. LUGAR):

S. Con. Res. 9. A concurrent resolution expressing the sense of Congress regarding cooperation between the United States and Mexico on counter-drug activities; to the Committee on Foreign Relations.

By Mr. GRASSLEY:

S. Con. Res. 10. A concurrent resolution expressing the sense of the Congress regarding certification of Mexico pursuant to section 490 of the Foreign Assistance Act of 1961; to the Committee on Foreign Relations.

By Mr. GREGG (for himself, Ms. MIKULSKI, Mr. JEFFORDS, and Mr. KENNELLY):

S. Con. Res. 11. A concurrent resolution recognizing the 25th anniversary of the establishment of the first nutrition program for the elderly under the Older Americans Act of 1965; to the Committee on Labor and Human Resources.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. ROTH (for himself, Mr. MOYNIHAN, Mr. LAUTENBERG, Mr. WYDEN, Mr. JEFFORDS, Mr. BIDEN, Mr. KERRY, Mr. DEWINE, Mr. LEAHY, and Mr. SPECTER):

S. 436. A bill to amend the Internal Revenue Code of 1986 to provide for the establishment of an intercity passenger rail trust fund, and for other purposes; to the Committee on Finance.

AMTRAK TRUST FUND LEGISLATION

Mr. ROTH. Mr. President, I rise to introduce legislation that would create a dedicated source of capital funding for Amtrak. Joining me as cosponsors are Senators MOYNIHAN, LAUTENBERG, WYDEN, JEFFORDS, BIDEN, KERRY, DEWINE, LEAHY, and SPECTER.

Mr. President, all major modes of transportation have a dedicated source of capital funding, except for intercity passenger rail.

My legislation would correct this inequity and create a secure and reliable capital trust fund for Amtrak, no different than what other major modes of transportation now have.

My legislation would transfer one-half cent of the 4.3 cent per gallon motor fuels tax currently going to the

general fund, to a new intercity passenger rail trust fund.

This rail trust fund would total approximately \$3.9 billion dollars over 5 years to be used for capital improvement projects. After the fifth year, the revenues from the half cent would revert back to the general fund. My bill would create contract authority to allow Amtrak to enter into contracts necessary for long-term capital projects. For States that do not have Amtrak service, it would provide funding for qualified transportation expenses.

This capital funding proposal is critical to Amtrak's future.

Amtrak needs capital funding to bring its equipment, facilities, and tracks into a state of good repair. Much of Amtrak's equipment and infrastructure has exceeded its projected useful life. The costs of maintaining this aging fleet and the need to modernize and overhaul facilities through capital improvements to the system are serious financial challenges for Amtrak. My proposal would help reverse these problems and give Amtrak the resources necessary to meet its capital investment needs.

Mr. President, Amtrak, and the National Commission on Intermodal Transportation have called for a secure source of capital funding for Amtrak. I believe that now is the time for this Congress to reverse our current policy that favors building more highways at the expense of alternative means of transportation such as intercity passenger rail. Despite rail's proven safety, efficiency, and reliability in Europe, Japan, and elsewhere, inter-city passenger rail remains severely underfunded in the United States. In fact, over half of the Department of Transportation's spending authority is devoted to highways and another quarter to aviation; rail still ranks last with roughly 3 percent of total spending authority.

Last year we spent \$20 billion for highways while capital investment for Amtrak was less than \$450 million.

In relative terms, between fiscal year 1980 and fiscal year 1994, transportation outlays for highways increased 73 percent, aviation increased 170 percent, and transportation outlays for rail went down by 62 percent. In terms of growth, between 1982 and 1992 highway spending grew by 5 percent, aviation by 10 percent, while rail decreased by 9 percent.

A problem that is going to increase is the congestion on our roads. Between 1983 and 1990, Vehicle Miles Traveled increased nationwide by 41 percent. If current trends continue, delays due to congestion will increase by more than 400 percent on our highways and by more than 1000 percent on urban roads. Highway congestion costs the United States \$100 billion annually, and this figure does not include the economic and societal costs of increased pollution and wasted energy resources.

Air travel is equally congested. Commercial airlines in the U.S. presently