

are in need of significant repair. Only 10 percent of all the roads on South Dakota reservations are rated in good condition. Road statistics like these are repeated in state after state, and I believe immediate action must be taken.

I encourage my colleagues to join me in supporting this bill for a number of reasons, the most serious of which is health and safety. From 1992 to 1996, the death rate on South Dakota reservation roads was three times as high as the rate on non-reservation roads. Children who ride buses to school are put at great risk as these buses travel over dilapidated road infrastructure, while ambulances and other emergency vehicles have to be routed around otherwise direct routes to and from emergency situations because of road conditions. The extra moments, even hours added to these emergency runs put human life in jeopardy. No community in this country should be forced to travel on roads as damaged and dangerous as those on reservations in my State.

Mr. President, I am extremely pleased that my colleague has recognized the national need to improve roads in Indian country. Senator DOMENICI has developed this legislation in close consultation with Indian leaders, and I am hopeful that the Senate will move the American Indian Transportation Improvement Act forward as quickly as possible.●

#### TRIBUTE TO SUSAN HOECHSTETTER

● Mr. INOUE. Mr. President, I rise today to pay tribute to Susan Nan Hoehstetter, a social worker with whom I have been privileged to work with for many years. Throughout her 13 years of employment with National Association of Social Workers [NASW], Sue Hoehstetter tenaciously promoted the social work profession and advocated for social policy that recognizes the responsible role of government in assisting individuals, families, and communities to work together and address their common needs.

When Sue first began representing the interests of social workers before the U.S. Congress, very few Federal statutes directly acknowledged the significant role of professional social workers in providing health, mental health, and counseling services. Now, however, through Sue's able leadership, all Federal insurance programs that authorize the provision of mental health care services, including Medicare, the Federal Employee Health Benefits Program, and the Civilian Health and Medical Program of the Uniformed Services, recognize the ability of clinical social workers to independently diagnose and treat mental illness. Additionally, clinical social workers are now identified as health professionals through title VII of the Public Health Service Act, and school social workers are acknowledged as

key members of the pupil services team through various educational programs.

During Sue Hoehstetter's tenure, the National Association of Social Workers also provided leadership in promoting progressive social policy. Family and medical leave, health care reform, improved staffing and training in the child welfare system, and the development of Federal managed care standards are just a few of the proactive policies that NASW advocated under her direction.

In recent years, Sue and the association have devoted considerable energy in an attempt to preserve the entitlement for children under the Aid to Families with Dependent Children Program, as well as to preserve the financial and program integrity of the Medicaid and Medicare Programs.

Sue Hoehstetter has never represented a high-powered firm, has never enjoyed the luxury of having a host of assistants to support her work, and has never received great financial reward for her efforts. I suspect that Sue would not recognize an alligator shoe if she saw one. Yet, I believe it is absolutely essential that Sue Hoehstetter and others who share Sue's values continue their work educating the Congress. Our representative form of government requires the active engagement of competing interests in the formulation of Federal policy, and I am very glad that professionals like Sue Hoehstetter promote social policies that support the common good and help people in need participate in the process.

I am deeply saddened that Sue will no longer be representing the interests of the National Association of Social Workers. Her contribution to the association has been considerable. However, I am very pleased that Sue will continue to pursue her interests in increasing citizen participation in the political process. I wish her the very best.●

#### CONGRATULATIONS TO THE REGENT-NEW ENGLAND BASKETBALL TEAM

● Mr. DORGAN. Mr. President, the Regent, North Dakota basketball team is going to the State basketball tournament for the first time ever.

Well, technically, it's the Regent-New England basketball team, but it's all the same to me. These young boys from Hettinger County who play on the Regent-New England basketball team have made this Regent High School graduate enormously proud.

You don't have to come from a big school to have big talent or a big heart and that's what these young men are proving.

I don't know who will win the North Dakota State class B tournament but I did want to share my excitement about the achievements of Curt Honeyman and his team of outstanding young men.

There are no mountains in Hettinger County, but these young men found a goal and have climbed their personal mountain to reach their pinnacle of success. It is a thrill they and everyone around the county will never forget, and I wanted to share that thrill with my colleagues in the Senate.●

#### COMMENDING THE CHAIR OF THE U.S. SURFACE TRANSPORTATION BOARD, LINDA J. MORGAN

● Mr. HOLLINGS. Mr. President, today, I am pleased to commend Linda J. Morgan, the Chair of the U.S. Surface Transportation Board [STB], for her leadership in facilitating the discussions that have led to a possible settlement among the three major eastern rail carriers that would end the bitter, long, and costly merger fight between the Norfolk Southern, CSX, and Conrail Railroads. For months the Nation has witnessed the spectacle of these three giants trying to gain advantage over each other and access to almost 4 billion dollars' worth of annual rail freight. This merger fight was shaping up to be a battle costing millions of dollars with no end in sight. And certainly there was no guarantee that the American consumer would be better at the end of the struggle than they were at its beginning.

Ms. Morgan's service to this Nation is two fold. First, there was her simple, and very wise, suggestion to the parties that a settlement between the parties ending this fight would probably be preferable to having the Government step in and end the fight. Second, there was her astute suggestion that gaining rail competition in the Northeast should be an important goal in any final decision by the STB, which must approve any merger.

It is important to note that many interested parties appreciated her candor and attention to the people's welfare. State agencies in the Northeast had urged a negotiated solution that would encourage more competition. Certainly, shippers have long seen the need for more competition in moving cargo through the largest North American consumer markets. The Journal of Commerce was moved to editorialize on [March 6, 1997] that the agreement spurred by Chairman Morgan's comment "makes good business sense" and that "Ms. Morgan showed a deft touch, hinting at regulators' views without compromising her objectivity about a case that hadn't yet been filed."

Let me close by saying that Linda Morgan's deft touch has given consumers and shippers some hope that they will come out ahead after any merger. It's a view that was articulated in The Journal of Commerce: "The deal \* \* \* will provide effective rail freight competition into New York \* \* \* (and) offers more competitive service in other cities—among them Baltimore, Philadelphia, Wilmington and Pittsburgh \* \* \*" I offer my thanks to Ms. Morgan, a fine example of a dedicated and effective public servant.●