

local governments. At that time, this country's elected leaders affirmed their belief in the 10th Amendment.

The National Highway System bill continues that commitment by stopping not only future mandates, but by addressing current mandates. In fact, section 205, "Relief from Mandates," speaks clearly to that concern.

The No. 1 issue for the Idaho Department of Transportation in this bill is the suspension of the Management Systems provision that burdens them with onerous paperwork requirements. They're spending valuable time and resources on federally-mandated paperwork instead of doing the work on roads, bridges and other needed projects. This bill frees the States from excessive Federal bureaucracy.

S. 440 removes the federally-mandated crumb rubber asphalt requirement. In some States, like Idaho, crumb rubber in road surfaces just doesn't work. The climatic conditions aren't right. That's not to say crumb rubber won't work somewhere else. In this bill we turn the mandate into a grant program to encourage pilot projects so any State that wants to utilize recycled tires in their road projects may do so. But the key is, the States will have that option. I need to congratulate Chairman CHAFEE for developing this innovative grant program.

This legislation also allows States to set their own maximum speed limits. Some will argue that this is a threat to public safety. I say this is not anti-safety, it's pro-States rights. We have 50 governors, State legislatures, and law enforcement agencies that can determine what is the best and safest for their citizens. They care just as much as those of us in Washington, DC do about safety. But there are parts of Idaho where conditions may permit a different speed limit. Congress must let those local authorities decide what's best.

Another mandate we eliminate is the penalties for non-compliance of motorcycle helmet laws. Now I'm not one to advocate unsafe usage of any motor vehicle, but I think it's wrong to blackmail a State by threatening to withhold Federal highway funds if they don't strictly enforce a Federal helmet law. Once again, State police authorities and lawmakers in each of our 50 States knows what's the best for their residents.

S. 440 establishes designation of thousands of miles of highways under the Federal system, making them eligible for Federal funding—\$6.5 billion in highway funds will be released to States as soon as this bill is signed into law. Under this bill, States will be able to address their most pressing highway and bridge repair and construction projects. Nearly 90 percent of all American residents will live within five miles of an NHS route. That is good for rural States like my home State of Idaho. Improved and efficient road systems will speed up commerce and trade

and will be an economic boon for our cities, counties and businesses.

Another benefit for the motoring public is the public-private partnership for safety. S. 440 allows public companies to install emergency roadside telephone call boxes. I'm pleased that the conferees accepted my amendment requiring at least 20 percent of those call boxes be installed in rural areas. My State of Idaho has hundreds of miles of isolated highways. In many of these areas, a phone could be a lifesaver for a stranded motorist. I would like to see more of these partnerships utilized by this Congress to meet important needs.

Finally, Mr. President, I'm proud that this bill finally provides funding for the National Recreational Trails Act. I take great pride in completing the task begun by my good friend and predecessor, Steve Symms, who is the author of the Recreational Trails Act. Unfortunately, Congress has been collecting money from off-road vehicle gasoline taxes for this program, but has not made it available for trails. This bill provides \$30 million over the next 2 years for States to build, repair, and maintain hiking, biking, snowmobile, equestrian, and off road vehicle trails. States will also have the money too for recreational trails that are accessible to our disabled citizens.

I hope the President signs this bill. It is a winner for all Americans. And, it does not raise one dime in taxes. This bill utilizes the funds already collected from our nation's motorists and deposited in the highway trust fund. We need to get those dollars out of the bank and into the States where they can do the most good.

A TRIBUTE TO TERI ELLIS

Mr. PRESSLER. Mr. President, I rise today to extend my congratulations to Teri Ellis, an exceptional South Dakotan. President Bill Clinton recently named Teri the travel and tourism employee of the year.

Teri is executive director of the Sioux Falls Convention and Visitors Bureau. I am not at all surprised that Teri has been chosen for the award. Teri has shown extraordinary dedication and service in promoting the South Dakota tourism industry. Teri also has been a tireless promoter of the convention center currently being built in Sioux Falls, SD. She believes that the tourism industry must remain competitive, convenient, and have a thorough marketing plan. She is absolutely right.

The tourism industry plays a vital role in the economic development of South Dakota. Tourism has been very important to my State in the past and will continue to be in the future. I can say with confidence that South Dakota tourism will thrive for years to come because Teri Ellis will continue to be a strong force in a thriving and productive tourism industry for South Dakota and the Nation. I thank Teri for her great work on behalf of South Da-

kota tourism and wish her continued success.

Mr. President, I ask unanimous consent that an article be printed in the RECORD from the Sioux Falls Argus Leader acknowledging Teri Ellis' recent award.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

[From the Sioux Falls Argus Leader, Oct. 31, 1995]

PROMOTER NAMED TOP EMPLOYEE BY CLINTON
(By Brenda Wade Schmidt)

A Sioux Falls promoter was named travel and tourism employee of the year Monday by President Bill Clinton.

Teri Ellis, executive director of the Sioux Falls Convention & Visitors Bureau, was in Washington, D.C., at the White House Conference on Travel and Tourism, the first for the Clinton administration. Fourteen people from South Dakota attended the convention of 1,700 delegates.

Ellis, 42, was chosen for the award for her dedication, service and performance in promoting the industry.

Clinton spoke to the group about the value of the tourism industry in the United States, Ellis said. "There was an acute awareness of what the industry is all about," she said of the speech.

Clinton spoke about creating a stronger national marketing plan for travel and tourism, she said. At the end of the conference today, the delegates will use a computerized survey to vote on priorities for the country, she said.

Ellis, who has been a tireless promoter of the convention center being built in Sioux Falls, said three areas are important to tourism success.

Be competitive. Travelers want convenience. Have a thorough marketing plan. "Those three things are what I just keep hearing over and over again," she said.

AMBASSADOR JOSEPH VERNER-REED— STATESMAN AND U.N. HISTORIAN

Mr. PRESSLER. Mr. President, as the United Nations celebrates 50 years in operation, I am reminded of the rich history of the international organization—a history filled with challenges, criticism, and hope for many war-torn areas of the world. As my colleagues know, I have been a supporter of the U.N. as well as an outspoken critic of its wasteful and abusive management practices. While waste, fraud, and abuse still run rampant within the world body, these mismanagement practices should not overshadow the valiant efforts of dedicated public servants to do the right thing at the United Nations.

Ambassador Joseph Verner-Reed, U.N. Under-Secretary-General for Public Affairs, is one such committed public servant. Throughout his many years at the United Nations, he has worked tirelessly to promote peace and stability in our chaotic world.

During his service to the United Nations, the Ambassador has compiled a wealth of knowledge about the United Nations and its history. In response to the golden anniversary of the United Nations, Greenwich Magazine talked