

Ohio. Both men demonstrated unwavering commitment to their professions and to their communities. I extend my heart-felt sympathy to the family of these fine men, and hope that they will take comfort in knowing that all who met Russell and Willard Kiko respected them greatly. These men have left a permanent impact on the world in which they lived.

BUILDING EFFICIENT SURFACE  
TRANSPORTATION AND EQUITY  
ACT OF 1998

SPEECH OF

**HON. ELEANOR HOLMES NORTON**

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 1, 1998*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2400) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes:

Ms. NORTON. Mr. Chairman, don't vote for the Roukema amendment to destroy the Disadvantaged Business Enterprises program (DBE) or you will pay the price with your women small business owners. I have listed just a few examples of how women business owners can tell their own stories about the success of the DBE program.

NEW JERSEY

Roberta Verdun, President, Summit Graphics Corporation, North Brunswick, NJ said: "I have owned a small business for 25 years. . . . I am also certified as a DBE and without the DBE program, I would not have opportunities to bid against the big businesses out there. DBE status affords me 'opportunity.' I don't expect printing jobs handed to me but without the opportunity to offer a bid, I would be out of business!"

Deborah Ayars, President, A-TECH Engineering, Vineland, NJ said: "My firm has grown over the ten years I've been in business from just me to twenty total employees. . . . We employ local people who would otherwise be looking for jobs, most likely outside this area. . . . Without the DBE provisions of ISTEA, the ever-larger majority firms would let none of the work out of their firms. . . . Taking away sub-contracting incentives for women and minorities would deprive the economy of the kind of resources that increase our nation's global competitiveness, a goal of NEXTEA/ISTEA. In closing, the DBE program is one of the most successful programs the government has developed. It saves the government money, increases jobs in small business, and assists women and minority owners to get a foot in the door in business."

IDAHO

Elaine Martin, President, MarCon, Inc., Nampa, ID said: "Most companies can point to one or two jobs that made it possible for their companies to succeed. My 'essential' job would not have been awarded to me without the DBE program. I was low bidder on a job in 1987 where the owner told the estimator to give the job to a larger, male owned firm that had a higher bid than mine. The estimator told the owner that the job had DBE goals and as low bidder, I should be given the opportunity to perform. That job allowed my company to survive another year as I worked in

the field days and bid new work at night. In the ten years since that one \$100,000 job that I would have lost without the DOT DBE program, my company has grown from \$200,000 to \$3 Million annually."

IOWA

Joanna Pierson, President-Owner, Joanna Trucking, Inc., Sioux City, Iowa said: "The DBE program has helped me to get a fair shake. My company is very good at what it does, but that does not mean anything. What does mean something is that I am a 'foolish female,' 'stupid woman,' I'm sure you've heard them all. To get rid of this program means putting me and others like me out of business along with 25 of my employees. Without this program, I am nowhere because I deal with men who want me out, and even my own brothers are trying to force me out. I represent competition to any male in business, but my company performs well, and I can honestly say that we do a better job than most male organizations. . . . We need to keep this program going, to 'mend it, not end it'."

TRIBUTE TO JOYCE WOLKA

**HON. DAVID E. BONIOR**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 21, 1998*

Mr. BONIOR. Mr. Speaker, today I rise to congratulate Joyce Wolka, who will be awarded Secretary of the Year by the Macomb Chapter of Professional Secretaries International. On April 22, 1998, Ms. Wolka will be honored at the Secretaries Day Banquet during Professional Secretaries Week.

Each year, the Macomb Chapter of Professional Secretaries International chooses the Secretary of the Year based on a list of important qualities. Candidates are judged in three areas; education, work experience, and involvement in PSI activities. Ms. Wolka's professional accomplishments and expertise led to the honor of Secretary of the Year.

Ms. Wolka has worked for the past 7 years at Specs Howard School of Broadcast Arts in Southfield, Michigan. As an Executive Secretary in the Placement Department she is responsible for maintaining current student and graduate files and databases, correspondence to employers, conducting mock interviews with students, and correcting their resumes as part of their curriculum. She has made an important contribution to education and her community by performing many of the fundamental responsibilities that allow the schools to operate everyday.

Throughout the years, Ms. Wolka has been a valuable member of her profession and her community. Not only is she an active member of the Macomb Chapter of Professional Secretaries International, she is also a Eucharist Minister at St. Kieran's Catholic Church and a Boy Scout Leader of Troop 343. Ms. Wolka and her husband Kevin have raised two sons, Dan and Mark. I would like to congratulate Ms. Wolka and wish her continued excellence in her work.

BUILDING EFFICIENT SURFACE  
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ACT OF 1998

SPEECH OF

**HON. JOHN R. THUNE**

OF SOUTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 1, 1998*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2400) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes:

Mr. THUNE. Mr. Chairman, I rise today to address the bill before us today, H.R. 2400, the Building Efficient Surface Transportation Equity Act of 1998. This measure probably will have a more profound impact on my State of South Dakota than any other measure this body may consider this year.

The State of South Dakota has 7,803 miles of roads on the State highway system which span over a 77,000 square mile area in the State. As one of the largest States in geography, we have tremendous needs to maintain our network of highways, bridges, and transit connections. While other modes of transportation play an important role in moving goods and people from one point to another, automobile and truck transportation are the most predominant forms used for personal and commercial purposes.

I thank Chairman SHUSTER, Ranking Member OBERSTAR, Surface Transportation Subcommittee Chairman PETRI, and Subcommittee Ranking Member RAHALL for all of their assistance on South Dakota specific concerns. With their help, I was able to include an amendment to Section 107 that would allow federal bridge funds to be used on a de-icer agent being developed by the South Dakota Department of Transportation (SDDOT) in conjunction with the South Dakota School of Mines and Technology and private industry. The de-icer compound, known as sodium acetate-formate, is a cost-effective, environmentally sound way to keep bridges clear of dangerous icing conditions without the corrosive side-effects of other compounds. The Committee also saw fit to honor my request to reduce paperwork and staff hours in conducting statewide planning by making a conforming amendment to Section 125.

The Committee also saw fit to honor my request to designate Interstate 29 as a High Priority Trade Corridor from Kansas City, MO, to the Canadian border. Since the implantation of the North American Free Trade Agreement in 1993, traffic has increased tremendously on I 29. From 1993 to 1997, car and truck traffic in South Dakota has increased by 46 percent on I 29 from the Iowa boarder to the North Dakota border. Without question, the State of South Dakota and its neighbors served by I 29 should be eligible for programs contained in Section 115 of this bill. I am certain South Dakota will find innovative ways to make commercial transportation on I 29 more efficient and more effective.

I also appreciate the recognition the Committee gave in the report accompanying this bill to the bridge over the Missouri River in Yankton, SD. The existing Meridian Bridge is approaching 75 years in age and is in desperate need of replacement. The committee