SECTION 1. DESIGNATION.

The Federal building located at 125 Market Street in Youngstown, Ohio, shall be known and designated as the ''Thomas D. Lambros Federal Building''.

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the Federal building referred to in section 1 shall be deemed to be a reference to the ''Thomas D. Lambros Federal Building''.

IN HONOR OF FORMER CONGRESSMAN JOSEPH A. LEFANTE WHO WAS RECOGNIZED BY IRELAND 32

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 8, 1995

Mr. MENENDEZ. Mr. Speaker, I am pleased to take this opportunity to recognize the accomplishments of former Congressman Joseph LeFante, who was honored on January 20, 1995 by Ireland 32. He is an outstanding citizen and his service to the American people is second to none.

Mr. LeFante was born in Bayonne to Thomas and Rose LeFante. He was raised in Bayonne and attended St. Peter's College in Jersey City. He has been married for 46 years to his high school sweetheart, the former Florence Behym. They have three beautiful children Janice, Tom, and Diane, and five grandchildren.

His achievements and his awards are numerous and exemplary. Mr. LeFante was a member of the U.S. House of Representatives in 1977–78. He served on the Committee on Education and Labor and Small Business Committee. His expertise was crucial in drafting important legislative proposals in these areas. He was the only freshman member to serve on the Select Committee on Welfare Reform.

Prior to his congressional career, Mr. LeFante distinctly served on the New Jersey General Assembly. He was an assembly speaker in 1976, majority leader in 1974–75, chairman of the joint appropriations committee in 1973 and chairman of the assembly appropriations committee in 1972–73. He was commissioner of the New Jersey Department of Community Affairs. In 1990 for 2 years he served as director at the Office of Intergovernmental Affairs at the New Jersey Department of Environment Protection and Energy.

Mr. LeFante has also been a member of several commissions, such as the Bayonne Charter Commission and was the director of the Hackensack Meadowlands Development Commission. In addition, he was a member of the Bayonne Municipal Council where he served as chairman of the urban renewal program, the code enforcement committee, and the drug abuse committee.

Mr. LeFante has received countless honors and awards for his outstanding work and dedication. He has been honored by St. John's University with an honorary doctorate of humane letters, Jaycees Distinguished Service Award, and the Dr. Benjamin Rush Humanitarian Award just to name a few.

It is impossible to state all of Mr. LeFante's achievements. He has served his community with dignity and respect. He has been a great humanitarian by serving and helping the public. He is a distinguished gentleman respected by all. I commend him for his countless efforts to help others and for giving his time to help and aid the community.

CLEANING UP THE WELFARE SYSTEM

HON. ELIOT L. ENGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 8, 1995

Mr. ENGEL. Mr. Speaker, we've heard a lot about the tough decisions that need to be made in order to clean up the welfare system and put our economy back on track. Cutting off payments to families or putting funding into State block grants are not the tough solution to our welfare problems. I often make note of the fact that, as a State legislator I had to deal with block grant issues. Most often, it is only a way of moving the responsibility for painful cuts to the States. The block grants proposed by the Republicans drastically reduce funding for these programs but these proposals oversimplify a very complex problem and do not sufficiently address the factors that contribute to unemployment and welfare dependency.

Yes, we should cut the waste and abuse in the system. I agree that we should root out the fraud in our welfare programs. But, the fact is that real welfare reform must also address job creation, job training, and an increase in the minimum wage. I'm very glad to be participating in this special order this evening, organized by Mr. SANDERS and Mr. OWENS. These are issues that must be addressed in any welfare reform bill and they must be addressed by any government that hopes to lower its unemployment level while raising the standard of living of its people.

I do not know anyone in this House, Republican or Democrat, who would argue with the premise that our ultimate goal in welfare reform is to move people off of the welfare roles and into jobs. We must, however, make sure that people are getting good jobs that provide a livable wage. I believe that the majority of people on welfare right now would jump at the opportunity to work and provide for themselves and their families. What, then, is preventing a welfare recipient from finding a decent job? Those jobs that are within a person's grasp do not pay enough to sustain a family and due to lack of training, higher paying jobs are also not within their reach.

Earlier this week, I spoke on the House floor about the choices a single mother on welfare would face. If she goes on welfare, she can get comprehensive health care and a monthly check from the Government. If she goes to work at a minimum wage job she earns only $8,800 a year, and her family loses their health coverage. She must find a way to care for her children while she is at work. That is not much of a choice. Throwing these women off the welfare roles will not erase these problems. That is a smoke and mirrors reform.

The Republican approach to welfare reform limits benefits to 2 years, and only 2 years. I have no problem with moving people into the work force as soon as possible, but we must face the fact that, if the jobs are not there, no punitive measure will change the welfare recipient's behavior. The Economic Policy Institute estimates that there are over 12 million unemployed people in this country. These people must be trained for jobs which will raise them up out of poverty and give them stable income.

Today's minimum wage is worth 30 percent less than what it was worth in the 1970's. An increase in the minimum wage is a necessary step in providing people with the tools they need to bringing themselves out of poverty. We cannot move welfare recipients into a position where they join the growing number of working poor. Of all poor children, 38 percent under 6 years old have parents who work full or part time. They are working to support their families but cannot make enough money to live above the poverty line. In 1992, a full-time worker only grossed $8,800, that is $3,500 below the poverty line for a family of three: $11,186. How can we expect to move welfare recipients into this subsistence level of employment with no health care and no job training?

We must create a system that rewards work and does not punish someone for trying to be independent. We must make the tough decisions. We must say that job creation, training and an increased wages are national priorities. We must commit to programs that will help us reach a goal of a stable, self-sufficient employment for all Americans.

INTRASTATE MOTOR CARRIER TRANSPORTATION TECHNICAL CORRECTIONS ACT

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 8, 1995

Mr. RAHALL. Mr. Speaker, last year Congress passed H.R. 2739, the Federal Aviation Administration Authorization Act of 1994, which included a provision in section 601 to preempt State economic regulation of intrastate trucking. Today, I am introducing a technical corrections bill to address an item which I do not believe Congress intended to be within the scope of section 601.

The primary thrust of section 601 is to address issues relating to the transportation by motor carrier of general freight and express small packages. The act clearly provides for continued State regulation of safety requirements and the transportation of household goods.

During consideration of this legislation, however, nobody with the exception of myself raised the question of how it could affect other types of motor carriers, such as tow trucks. And indeed, today, many police departments and municipalities are faced with a great deal of uncertainty over the effect the legislation will have on what is known as nonconsensual towing, that is, that towing which is conducted without the vehicle owners consent. This is the type of towing that occurs when a vehicle is illegally parked on private property, or the vehicle is towed by order of the police.

In this regard, some local public entities believe that they can engage in contractual relationships with one or more tow truck operators for the purpose of providing nonconsensual towing services. Others contend this practice would represent the regulation of rates and