

Jewish faith, so too have Gene and Connie been an integral part of the United Hebrew Institute family for more than 40 years. All of their children, Joan, Steven, Jeffery and Larry, are graduates of LJHI. Both Gene and Connie have served and still serve on the Board of Trustees, including Gene's service as chairman from 1967 to 1969. In addition, Connie served as president of the PTA from 1971 to 1973 and still serves as president of the Ladies Auxiliary of Talmud Torah.

But UHI is far from the only Wyoming Valley institution to benefit from the services and talents of this dedicated couple. Among the organizations which have benefited from their expertise and commitment are the Gelsing Wyoming Valley Medical Center, Wilkes University, the Jewish Community Center, Wilkes-Barre Industrial Fund, Congregation Ohav Zedek and its Sisterhood, the Jewish Federation, United Jewish Appeal, the United Way, the Osterhout Library, the Jewish Home, Queen Esther Hebrew Ladies Aid Society, Jewish Family Service, Martin Luther King Committee for Social Justice and Hospice St. John.

Mr. Speaker, both Gene and Connie are pillars of the community. Gene has been honored many times by groups including B'nai B'rith, the Boy Scouts of America, and Who's Who, among several outstanding organizations. For her part, Connie was named the Woman of Valor by Congregation Ohav Zedek and was honored by the Women's Division of the Jewish Campaign and by B'nai B'rith Lodge.

The primary focus for Gene and Connie has always been their family, their community and the preservation of Jewish heritage. Their longstanding efforts on behalf of the school, their synagogue and the community are truly inspirational. I am pleased to call to the attention of the House of Representatives this well-deserved award being presented to Gene and Connie Roth as well as their many good works, and I wish them all the best.

RECOGNIZING THE CONTRIBUTIONS OF FRANK MOLINA

HON. HILDA L. SOLIS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Ms. SOLIS. Mr. Speaker, I rise today to mark the departure of a key member of my staff, Frank Molina, a field representative in my El Monte office who is leaving this Friday to pursue his life-long dream of attending law school.

The single child of working-class parents, Frank became one of the first members of his family to earn a college degree when he graduated from the University of California at Los Angeles last year. Armed with a major in International Development Studies and minors in Latin American Studies and Spanish Literature, Frank set out to give back to the community that had already given him so much.

He started as a field representative in my California State Senate office in August 2000 and moved to the U.S. House of Representatives in January. Beyond helping constituents with casework, Frank assisted with higher education, transportation, immigration and economic development issues in my district of-

vice. The residents of my district are better off because of him.

Frank's fluency in Spanish was an extremely important asset for our office. He routinely communicated with constituents in their native tongue and wrote many of my Spanish-language speeches and position papers.

His biggest asset, though, was his dedication to the residents of the 31st Congressional District. Day after day, Frank worked to ensure that small businesses prospered in our area, that recent immigrants settled into their new community and that high school students benefited from the advantages of higher education.

And now Frank is hoping to reap those same benefits. He plans on spending these next few months studying for the Law School Admission Test and hopes to attend an Ivy League university for law school. Although I and the constituents of the 31st Congressional District will miss Frank, we wish him the best.

INTRODUCTION OF LEGISLATION TO WAIVE FEDERAL WEIGHT LIMITS ON THE MAINE INTERSTATE

HON. JOHN ELIAS BALDACCI

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mr. BALDACCI. Mr. Speaker, I rise today to introduce legislation to exempt commercial vehicles traveling on the Maine Interstate from federal weight limits. Maine finds itself in a rather unique and dangerous situation. Canada and states surrounding Maine have much higher weight limits for trucks than those on Maine's Interstate. As a result, when they enter Maine, these heavy trucks are diverted onto smaller state and local roads. This diversion has caused two major problems.

First, the diversion of these trucks onto state and local roads is destroying these roads. Most are not built to handle the wear and tear caused by heavy trucks which would not normally be driven on secondary roads. As a result, the state and local governments are forced to use scarce funds to meet high repair and maintenance costs. In a geographically large state where every transportation dollar counts, such expenditures drain funds away from other high priority projects. By contrast, the Interstate is designed to absorb the wear and tear caused by heavy vehicles, and I believe that is where they should be driving.

Second, having these trucks on secondary roads causes an extreme safety hazard. Heavy vehicles, such as tanker trucks carrying hazardous material and fuel oil, simply should not be traveling through communities with small roads, narrow intersections and difficult rotaries. Regrettably, there have been many accidents—some fatal—between large trucks and private vehicles on these smaller roads. The roadways are not designed to accommodate heavy trucks, whereas the Interstate system clearly is. I believe that getting these trucks back on the Interstate where they belong will enhance safety.

My bill will institute a 3-year pilot program during which time the federal weight limits will not apply to Maine's Interstate. During this waiver period, traffic data will be collected and reviewed by a Safety Committee headed by

the Maine Department of Transportation. If the Committee finds that the waiver in fact has not negatively impacted safety, then the waiver will become permanent.

This important bill represents a good first step in solving this very real and very dangerous problem for Maine's people and Maine's roads.

INTRODUCTION OF SAFE PLAYGROUNDS ACT

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mr. PALLONE. Mr. Speaker, I rise today to ask that my colleagues join me in supporting legislation I introduced today that would ensure that our nation's playgrounds are safe and properly constructed throughout America.

As the school year ends and summer begins, children all around the United States will be spending more time outside playing with friends at our community playgrounds. While most kids enjoy horsing around at the playground, it can be a dangerous place if the equipment is either broken or not up to code. Every year more than 200,000 children are injured on America's playgrounds, and, according to the U.S. Consumer Product Safety Commission (CPSC), 147 children died between 1990 and 2000 from playground equipment-related injuries.

In a 1998 survey, U.S. playgrounds received an overall grade of C— when rated on the presence of physical hazards and behavioral elements, including supervision and age-appropriate design. Mr. Speaker, many may think that this is an acceptable grade because states, counties and local communities don't have any specific standards to follow when building playgrounds.

However this is not true. For the past several decades, the CPSC has written a very detailed national code to help states and local governments build the safest possible playgrounds. Unfortunately, only five states require that all public playgrounds in their respective communities abide by these standards.

My legislation, the Safe Playgrounds Act, would urge states to pass a law that assures that all playgrounds are safe for our kids.

The Safe Playgrounds Act will provide \$1 million grants to states that enact statewide laws regulating public playgrounds according to the CPSC's Handbook for Public Playground Safety. States could use these funds to either build new playgrounds or bring older ones up to code.

Mr. Speaker, I urge my colleagues to join me in protecting our kids from playground accidents by cosponsoring this bill. Playground accidents will always be a reality, but by making these grounds as safe as possible, we can reduce those accidents that are not the fault of the child but of the playground itself.

MAGNOLIA JUNIOR HIGH SCHOOL

HON. KEVIN BRADY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mr. BRADY of Texas. Mr. Speaker, I would like to take this opportunity to welcome the