

then the next watch will have nothing to build on. . . . We're responsible that the gate remains open for the next generation.

Under Reverend Patterson's watch, there was much progress. In the 1960s and 1970s, Reverend Patterson recalled, "much of Alaska was small family businesses, including the banks. If you were not part of that family or their friends, you had a hard time getting a job.

Many of the jobs for African Americans were either construction or government jobs."

Reverend Patterson proudly recalls the first Black principal of a State elementary school, an African-American banker who was elected to the school board and subsequently to the Alaska Legislature, an African-American activist in the Fairview section of Anchorage who is regarded as the grandfather of the city's public transportation system. Today's African-American community is built on the foundation of these pioneers who endured.

Make no mistake about this, Alonzo Patterson was no mere spectator to all of this progress. He was an agent of change, rooted in his observation, and he stated: "In ministry there are no limits except the ones we set for ourselves." Under his leadership, Shiloh grew spiritually, physically, and fiscally, and would include a church school, a television ministry, and a jail outreach ministry.

On Shiloh's 29th anniversary, the mortgage note for the original structure was burned under the theme, "Burning to Build," and groundbreaking for a new educational wing commenced. There was more building to come. The Martin Luther King Jr. Family Life Center was dedicated on May 23, 1993. In 2001, Reverend Patterson spun off a new nonprofit organization, Shiloh Community Development, Inc., to serve youth, minorities, and the disadvantaged. Today Shiloh Community Development is well known for its youth mentoring program called Young Lions of Alaska.

He is a founder of Bridge Builders of Alaska, which celebrates the diversity of our communities and a powerful voice in Alaska's annual celebration of Dr. Martin Luther King Day. In 2015, Reverend Patterson was the keynote speaker at the King Day ceremonies on JBER. At that ceremony, he warned his audience that Dr. King's dream is at risk of dying. He said:

This dream is at risk if nothing is done, and nothing is holding us back but ourselves. Stop waiting for miracles; believe in yourself to make society better. Each of us can do our part, by loving and respecting others.

This is just one example of his powerful voice. Reverend Patterson's sermons were always inspiring, many legendary, and it explains why he is regarded as a pastor's pastor, growing not only his congregants but the generations of ministers who will follow in his footsteps. As one who has joined in the congregation there at Shiloh on numerous occasions, I can attest that

there was never a Sunday that I did not leave feeling inspired by the words of Dr. Patterson.

They aren't calling the appreciation festivities for Reverend Patterson a retirement ceremony. They are calling it a transition, probably because nobody believes Rev. Alonzo Patterson has any intentions of pursuing a future of leisure. Leadership and inspiration runs in Alonzo Patterson's DNA.

We wish him and Shirley well in their next calling, and we take comfort in the fact that their contributions to our community are far from over. November marks a transition, not a retirement—and certainly not a eulogy—for this extraordinary Alaska family.

On behalf of my Senate colleagues, I thank Dr. Patterson and his lovely wife Shirley for their good works, and thank them in advance for their continued leadership.

ALASKA AIRLINES "COMBI" PLANES

Mr. President, I know I have occupied a little bit of time on the floor this afternoon with a wide range of topics—from the tragedies that face many of our indigenous women to recognizing a prominent leader of the Alaska community. Now I wish to share a little bit of Alaska's history as we see a transition in aviation and transportation.

It is really the end of an era in my home State. On October 18, just a few days from now, Alaska Airlines will fly the final run of the uniquely Alaskan combi plane before retiring them and updating the fleet.

OK. She is going to make a floor speech about an airplane. Yes, I am going to make a floor speech about an airplane because this combi plane is a special Boeing 737-400, designed to carry up to 14,000 pounds of cargo and 72 passengers. It is called a combi because it is a dual-use plane, a combination of passengers and cargo. Alaska Airlines is the only major airline in the country to have these combi planes, and they were specifically designed for the special challenges of a very large State. Over their lifespan, they have delivered every imaginable thing via airplane in Alaska.

You have all heard me talk about the size of our State. The sheer size of this State presents logistical hurdles unlike anyplace else. I keep saying we are one-fifth the size of the country, and 80 percent of our communities are not connected by road. When we think about how we move around in our State, a postage stamp placed in the middle of an average sheet of paper represents the area a person can reach in Alaska by coastline, river, road, or railroad. The rest is only reachable by plane. You just have to fly everywhere. This being the case, it only makes sense to try to efficiently deliver people and goods to hub communities in Alaska. Alaska Airlines is looking to serve. This is not a promotion for them; it is a recognition that they needed to figure out how to move people and freight, and they reconfigured the aircraft to do this.

What makes these planes so special is, they can carry up to four large cargo containers. We call them igloos. These igloos load into the front portion of the aircraft, right behind the pilots. There is a simple divider between the cargo and the passengers. So they load the cargo up front, and the passengers come up the back on a set of steps, just like we used to do in the prejetway times. You load from the back, but your first 17 rows of a traditional aircraft would be occupied by cargo. If you have more cargo—if you are flying fish out from Cordova south or if you are flying your Iditarod dogs that have been dropped in Nome and need to get back to Anchorage and you need a lot of space for the animals, you have flexibility to move back and forth.

These have flown all over the State, up to Nome, on the Bering Sea coast, along the Arctic Ocean, to the oilfields in Prudhoe, and, most famously, in the "milk run" area. The milk run got its name because Alaska Airlines literally delivered the milk to the communities along the way, as well as other food stuff—all manner of goods and passenger. It is something that if you are from the southeast, we all know about the milk run. We all complain about the fact that it takes about 5 hours to get from Anchorage down to Juneau, if you have to go through Yakutat and Cordova and stop at each one. That is just the way it is. You bounce down from Cordova, Yakutat, Juneau, Ketchikan. Finally, you hit Seattle. You run into your sports teams, families are coming and going. These are the workhorses that are not only moving the passengers, they are moving the groceries, they are moving the mail, they are moving the medicine. They are moving it all.

When I say it moves everything, we have built up a little bit of history about how things move around. We have moved cows. We have moved cars. The picture I like best is moving the herd of Santa's reindeer. I think Santa was actually posed in this, but the reindeer were not. They needed to be able to move the reindeer so they hauled them in the front, situated them, and closed it off, and you have the passengers in the back. Whether you are moving reindeer, whether you are transporting an injured eagle to the Raptor Center in Sitka or letting the sled dogs hitch a ride back to Anchorage after they have made the thousand-mile trip to Nome, this is what we do.

The invention of the combi plane really highlights the unique needs and the parameters of daily life in the State. We are a long way from the lower 48. You can barely drive to any of the communities. If you are going to move goods, if you are going to move passengers, you are on an airplane. Whether it is Essential Air Services, bypass mail, air freight, these are the backbones of commerce in Alaska. This is our interstate. It is the interstate in the air.

Whether we are shipping our wild caught, sustainably managed salmon that people around the world love to eat, we ship that out. We ship in the toothpaste, the loaves of bread, and the basics that we need. Thanks to the combi, we have been able to do this with regular, reliable scheduled service in areas where the weather would usually chase off more. These are smaller aircraft. They can handle it all. The size of the combi allows them to land and take off in much more turbulent conditions than smaller propeller planes.

So it is a kind of bittersweet time for some of us who have grown up around these aircraft. As we think about the “only in Alaska” type of things, it is encouraging to know that this development of retiring the combi planes—the proposal is to replace them with separate, full-sized passenger and cargo planes. As a result of the increased demand for goods and passengers, we need more space on planes to deliver both. If updating the fleet means that we need and get more business in Alaska, I suppose that is a good thing for all.

There are many of us who are going to be bidding a fond farewell come October 18, which is the last scheduled flight for the combi. It is also Alaska Day in our State. I thank Alaska Airlines and those who fly these great planes and do so safely. They provide a level of service and have for so long. I thank them for what they have done over the course of so many years.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. SCHATZ. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

TAX REFORM

Mr. SCHATZ. Mr. President, here is what is happening with so-called “tax reform.” Tonight, the Budget Committee is voting on a budget resolution that does two things.

First, it sets the spending limits for everything in the government—environment, energy, defense, healthcare, education, transportation, and so on.

Second, it includes something called reconciliation instructions that basically direct all of the committees to report back with legislation that either increases or decreases the Federal deficit by a certain amount. This time around, here is what they are doing—asking the Senate Finance Committee to draft legislation to increase the deficit by \$1.5 trillion. Again, this is going to pass on a party-line vote, with Republicans prevailing, to increase the deficit by \$1.5 trillion. This is what will start the tax reform process.

That is not all. Republicans still haven’t given up on decimating our healthcare system. They are still trying to cut Medicaid and, this time,

Medicare, and they are going to use this tax bill. They are going to cut \$473 billion from Medicare at a time when our population is getting older and many seniors are already struggling. They are also going to cut \$1 trillion from Medicaid. This is the program that pays for one out of every two births in this country. It helps millions of families who have loved ones in nursing home care.

Last week, they tried to pass a healthcare bill that cut taxes. Now they are trying to pass a tax bill that will cut healthcare. Their proposal will, actually, increase the deficit by \$4 trillion. That is 12 zeros.

Here is what we could do with \$4 trillion. We could completely rebuild half of the airports in the United States. We could put 20 million people through 4 years of college. We could pay off the debt for every student loan.

Instead, the United States is going to be in the red by \$4 trillion, but after they cut \$1 trillion from Medicaid and one-half trillion dollars from Medicare, the party that has railed against the Federal debt and deficit will still add \$2.5 trillion to the deficit.

This is all so that they can give tax cuts to the richest people in the United States. I promise you, I understand that both parties are sometimes guilty of exaggerating and that sometimes both parties are guilty of relying on talking points and relying on caricatures of the other side, but you couldn’t caricature this bill if you tried. This bill is already a caricature of what people say Republicans are all about, which is to shred the social safety net and provide tax cuts to the wealthiest Americans.

They are going to cut the corporate tax rate from 35 to 20 percent, and they are going to cut tax rates across the board, but the people who will actually benefit will be the people at the top. The Tax Policy Center, which is a non-partisan, highly respected group, has crunched the numbers, and they found that within 10 years, 80 percent of the benefits of this \$4 trillion tax bill will go to 1 percent of Americans.

Remember what is happening. We are borrowing a huge chunk of this, and whatever is not borrowed comes out of Medicare and Medicaid. So the programs that pay for women to give birth in a hospital or for elderly people to get healthcare will be decimated, and the wealthiest Americans will pay less in taxes. This is bad policy, not just for the people who work hard but for the whole economy.

I want to give you a specific example. Again, both parties rely on talking points, and both parties accuse each other of having the wrong set of ideas, but we have an example of what happens when you do this. This bill is actually modeled after what they did in the State of Kansas. The State government eliminated one of its business taxes, telling people that it would help the State’s economy. Instead, the economy slowed down, which left them with

even lower tax revenues. They had to cut government programs, like education, and now people do not want to send their kids to Kansas public schools anymore because they do not have the resources to educate their children.

This is not a path that America should follow. Everyone needs to pay their fair share, and that includes big corporations and the people who are benefiting from the system and making millions of dollars every year, but in this proposal, they are the ones getting all of the tax breaks.

Companies already have huge tax breaks. Some corporations end up paying zero in Federal income tax every April 15 even though they are making healthy profits. They have teams of lawyers and accountants who help them dodge paying even a penny to the Federal Government. That is why corporate income taxes make up less than 10 percent of all of the revenue to the Federal Treasury. Meanwhile, at least 30 percent of the middle class will actually pay more if the Republicans succeed with their tax reform package.

Think about this.

Thirty percent of the middle class is going to see tax increases in their tax bills. Why? It is because they have to find some money to subsidize the tax cuts for the richest people. Some of the money will be found by borrowing; some of the money will be found by making cuts to Medicare and Medicaid; and some of the money will be found by increasing taxes on the middle class. One out of every two households with children will see its taxes go up under this plan. Increasing taxes for these people while decreasing them for big corporations is not a plan for economic growth. We have heard over and over that Republicans do not want to add to the deficit—I don’t either—but this is, literally, what they are voting to do tonight.

Again, this is not a talking point. This is not a sort of rhetorical flourish. The bill, itself, provides for \$1.5 trillion worth of deficit spending. Yet it is not deficit spending on the military; it is not deficit spending on disaster response; and it is not deficit spending on Medicare or Medicaid or Social Security or any of the social safety net programs that they claim is the problem with the Federal budget. It is deficit spending for the purpose of a tax cut, 80 percent of which is going to 1 percent of the country. This is not conservative—certainly not fiscally conservative—and it will not help us to grow the economy.

It is no surprise that this policy is bad, because, again, the process has been so bad. With healthcare, they ignored regular order. They obliterated the committee process. They ignored Democrats. They ignored the way the U.S. Senate is supposed to work, and they failed. One Republican Senator says that he will not vote for anything that adds one penny to the deficit. Another Republican Senator said that he