

in downtown Providence, instead of cutting costs and consolidating the VA offices as planned.

Lastly, I am disappointed with what this bill does to our environment. This bill contains language that would limit the EPA's authority to enforce major environmental laws such as the Clean Air Act, the Clean Water Act, and the Safe Drinking Act. With the inclusion of this language, the Republican leadership has essentially gutted the last 25 years of environmental progress.

It will become harder for organizations in my State to continue the job of cleaning up our environment and protecting our health when virtually all funding to do so will be diminished. In fact, Rhode Island would lose \$2.4 million compared to the President's proposal to finance wastewater projects, \$9 million for loans to provide safe drinking water, and \$674,000 to address polluted runoff. The loss of crucial funding to financing clean water infrastructure threatens both the protection of public health in Rhode Island and industries like shellfishing, boating, and tourism that are dependent on clean water.

While I understand the need to reduce the deficit, I do not believe we should place a disproportionate share on the backs of those who can least afford it. Unfortunately, that is what the Republicans have done in this bill. And this is not the first time. Just 4 months ago, the rescission bill attacked low income and elderly people by cutting money for section 8, rental assistance and homeownership initiatives. H.R. 2009 marks the second time this year that our poor, elderly, and disabled have been asked to make sacrifices in the name of deficit reduction. These sacrifices seem much higher than what other people have been asked to contribute.

I would like my colleagues to ask themselves why these cuts are so severe. Why have we decided to continue to invest less and less for those who have no roof over their head? Well, my colleagues, one answer is the space station. Some may argue that housing programs need reform, and therefore, they should be cut. But Mr. Chairman, if the same logic holds, why should we spend billions on a space station with innumerable design changes, cost increases, and failures?

Mr. Speaker, this bill's priorities are wrong and I see no reason to support it. I ask my colleagues to join me in opposing this misguided legislation.

TRIBUTE TO REV. W.L.  
PATTERSON

**HON. VERNON J. EHLERS**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Friday, July 28, 1995*

Mr. EHLERS. Mr. Speaker, it is with great pleasure that I take this opportunity to recognize the efforts and achievements of an outstanding man from my hometown of Grand Rapids, MI. Rev. W.L. Patterson of the True Light Baptist Church has given 41 years of unselfish civic and spiritual service to the residents of our community.

Reverend Patterson was born and raised in Arkansas, and in 1954 was called to the pastorate of the True Light Baptist Church. He is known throughout our community as a man of

great integrity, ambition, and leadership. His work and dedication have helped improve the quality of life for a countless number of people.

Since being ordained 56 years ago, Reverend Patterson has continually served as a church pastor, and dedicated the last 41 years to the True Light Baptist Church. He has accomplished many outstanding services for the church such as building a new church, purchasing two parsonages, and purchasing property for the church, in addition to serving the spiritual needs of his parishioners.

Reverend Patterson has conducted daily commentaries and has appealed to those in need of prayer and counseling over the airwaves of WKWM radio. Reverend Patterson has used the power of the radio medium to deliver prayers and worship for those who are unable to attend services in person. His radio worship services have given him the distinction of being one of the first pastors to use this form of communication to deliver his message.

His involvement with the community extends beyond the pulpit of the church. He was instrumental in forming the Ambassadors Club, an organized Bible study class that later became a community service group. He also founded the Kennedy Day Care Center which served the youth of our community for more than 20 years. People with substance abuse problems have also benefited from Patterson's caring ways. His Operation Faith program was established to help those with substance abuse problems deal with their dilemmas through alternatives other than drugs and alcohol.

His skills and leadership have also been tapped by numerous organizations in the community. He has served as a member of the Kent Skills Committee on Relocation and he has also been involved as a board member of the Salvation Army's Genesis House. He has also held membership in the Grand Rapids chapters of the Urban League and the NAACP.

Not only has Reverend Patterson blessed the lives of many during his years of service, he has also been blessed himself by a wonderful family. Providing loving support for this dedicated man have been his wife Ruth White Patterson and his children Willie Patterson, Jr., Allena Ruth Cross, Rev. Irma Jean Jones, Ralph Patterson, Rev. H. Calvin Patterson, Barbara Brazil, Thedosa Baker, and his deceased son, Walter Patterson.

Mr. Speaker, I have summed up just a sampling of the many accomplishments and achievements of this remarkable and dedicated man. It is with great pleasure and privilege that I take this time to honor Reverend Patterson for all of his work in helping provide a better way of life for those he has come in contact with.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1996

SPEECH OF

**HON. CAROLYN B. MALONEY**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 25, 1995*

The House in Committee of the Whole House on the State of the Union had under

consideration the bill (H.R. 2002) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes:

Mrs. MALONEY. Mr. Chairman, I rise to articulate my objections to the Transportation appropriations bill.

In my view, H.R. 2002, next year's funding bill, takes our Nation in the wrong direction on transportation policy. This is particularly true for New York City, because the bill imposes devastating cuts on the mass transit budget.

The bill passed by the House increases funding for our highway system by over \$800 million while at the same time decreasing funding for mass transit by \$500 million—a 20 percent reduction over last year's budget.

The impact of these cuts on New York City will be dramatic. Currently, the city receives \$87.5 million in mass transit operating assistance funding. This will be slashed by over \$38 million—an incredible 44 percent cut. The city estimates that it will lose another \$40.7 million in Federal capital assistance funding.

In addition to these general budget cuts, I'm particularly displeased that the appropriators removed \$40 million in funding to renovate Penn Station that was in the President's budget. Without this funding, we will be unable to continue with our efforts to replace the aging central train station in New York with the refurbished station that our city and the millions of passengers so desperately need.

In addition, over \$30 million in cuts to Amtrak will reduce the ability of our citizens to travel up and down the heavily used east coast routes between Washington, New York, and Boston.

For those of us who represent urban and suburban communities, it is clear that mass transit must be a priority, and that we should be investing in services and technologies which will make our buses and trains run more efficiently and more safely. Mass transit moves millions of Americans to and from their jobs each day. It is also the only transportation alternative available to seniors on fixed incomes and students getting to school. Under the bill, subway and bus fares would most likely increase dramatically, effectively putting travel out of the reach of those who most need it.

Finally, Mr. Speaker, I want to express my support for the objectives of my colleagues from the Philadelphia area, Mr. FOGLIETTA and Mr. FOX, who sought to offer amendments to restore mass transit operating subsidies. In the end, however, I could not vote for their amendment because, rather than shifting money from the highway fund, it took money from the Federal aviation authority. With New York's airports in dire need of assistance, I could not in good conscience vote to help one important element of our infrastructure by harming another.

As this bill moves on to the Senate and then to the President's desk, I will fight hard to restore as much funding for mass transit as possible.