

roll call report

Reps 'favor' Detroit Volkswagen home

Here's how area members of Congress were recorded on major roll call votes March 27 through April 2.

HOUSE

RAIL CORRIDORS — The House rejected, 265-84, an amendment to kill a proposed outlay of up to \$1 billion for developing high-speed passenger rail service in 13 inter-city corridors.

The money is an authorization that cannot be spent unless Congress appropriates it in separate legislation. The vote left the corridor project as part of HR 6337, a railroad bill later passed and sent to the Senate.

The 13 corridors on government drawing boards link Chicago-Cincinnati, Chicago-Cleveland, Chicago-Detroit, Los Angeles-Las Vegas, Los Angeles-San Diego, Miami-Jacksonville, St. Louis-Chicago, San Jose-Sacramento, Seattle-Portland, Twin Cities-Chicago, New York-Buffalo, Washington-Richmond and the triangle of Houston, San Antonio and Dallas-Ft. Worth.

Rep. Tom Hagedorn, R-Minn., a supporter of killing the corridor projects, said it would be "irresponsible" to approve this expenditure at a time of federal belt-tightening.

Rep. Carl Pursell, R-Mich., an opponent, said "without such a commitment our nation's rail system will not develop."

Members voting may want to spend up to \$1 billion to link certain cities with high-speed trains.

Rep. William Broomfield, D-Birmingham, voted yea.

Reps. Carl Pursell, R-Plymouth, William Ford, D-Taylor, William Brodhead, D-Detroit, James Blanchard, D-Pleasant Ridge, voted nay.

Rep. David Bonior, D-Mt. Clemens did not vote.

VOLKSWAGEN — By a vote of 341-45, the House passed and sent to the Senate a bill giving a soon-to-be-abandoned missile plant near Detroit to Michigan in exchange for two office buildings the state will build for the army.

Volkswagen wants to put an automobile assembly complex in the missile plant. Ohio congressmen, who had hoped their state would get the Volkswagen plant, said the bill (HR 6464) represented favoritism toward Michigan at the expense of taxpayers.

Rep. Lucien Nedzi, D-Mich., a supporter, said: "This is not a welfare bill for the state of Michigan."

Rep. Mary Rose Oakar, D-Ohio, an

opponent, said: "Let's have Volkswagen come (to the U.S.) but let's give them the same ground rules we give American companies."

Members voting yea want to help Michigan and the Volkswagen plant. Pursell, Bonior, Ford, Brodhead, Blanchard, and Broomfield, voted yea.

SENATE

RAIL FREIGHT SERVICE — The Senate rejected, 59-37, an amendment requiring railroads to take a longer time to abandon unprofitable rail freight lines. The amendment sought to keep intact the average of 30 months it now takes the Interstate Commerce Commission to complete abandonment proceedings.

Its defeat means that proceedings could be shortened to nine months. The vote came during debate on a bill (S 1946) relaxing government regulation of the railroads.

Sen. Thad Cochran, R-Miss., a supporter, said the amendment would give communities and shippers scheduled to lose rail service adequate time to state their case to the ICC for continuing service.

Sen. Nancy Kassebaum, R-Kansas, an opponent, said: "Prolonging the inevitable is not only counterproductive to shippers and states but . . . detrimental to the railroads."

Senators voting may want to shorten by about two-thirds the present time it takes the ICC to decide rail-freight abandonment cases.

Sens. Donald Riegle, and Carl Levin, both Democrats, voted nay.

TAXING OIL — The Senate passed, 66-31, and sent to the White House the bill taxing the "windfall profits" oil companies are to reap as a result of the removal of federal ceilings from oil prices.

The bill (HR 3919) will raise an estimated \$227 billion over the next decade, out of the one trillion dollars which decontrol will provide oil companies in additional gross revenue.

Sen. Robert Byrd, D-W.Va., a supporter, said the bill is "fair to the oil companies" and "in the best interests of the American people."

Sen. David Boren, D-Okla., an opponent, called the bill "a fraud" which will not hinder Big Oil but "take money out of the pockets of the American consumers themselves."

Senators voting yea favor the "windfall profits" tax.

Riegle and Levin voted yea.

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