bers of Congress were re-corded on major roll call sojes prior to the July 4th

The Reagan Budget: The Brisse voted: 217-211 to follow 600 for marching or most fundamental change of the federal change of the federal government since World War II. Once the House and Senate agree on final Speding, the "budget re-deficillation" measure will put into effect at feat 335 billion worth of fiscal year 1982 cuts in some 250 federal programs, with defense spending the only major prea left uncut.

The measure is revolu-tionary because it forces permanent changes in acores of laws — a rewrite that the 100-plus congressional subcom-mittees and committees mittees and committees could not have accomplished on their own. The Democratic alternative tilled by this vote also would have saved tens of billions in fiscal year 1982, but it stopped short of major changes in enabling legislation.

Supporter Delbert Lat-ta; R-Ohio, said "the spending of the federal government is out of con-trol" and noted that the \$160-billion annual budg-ct threshold crossed in the Kennedy Administra-dio has rises to \$695 bil-lion today.

tog today.

"Opponent Jim Wright,
Derex, said the GOP
Plan will "cause egregious injuries to many
pillions of innocent
Affericans who have nohody to stand between
them and those injuries
effect the members of
this house."

Members voting "yea" favored the GOP rather than the Democratic at-tack on runaway federal spending.

Reps. Carl Pursell, R-Plymouth, and William Broomfield, R-Birming-ham, voted "yea."

Reps. David Bonior, D-Detroit, William Ford, D-Taylor, William Brod-head, D-Detroit, and James Blanchard, D-Mount Pleasant, voted "nay."

Budget Cuts: By a vote of 80-15, the Senate passed its version of the budget reconciliation measure. The bill sent to measure. The bill sent to conference with the House mandates \$19.6 billion in fiscal year 1982 spending cuts as well as reductions for other fiscal years. Reconciliation is an interim disciplinary step between last May's enactment of the fiscal year 1982 budget blueprint and upcoming action on specific spending bills.

Supporter Strom Tur-mond, R-S.C., said the bill "will cut in half the rate at which federal spending has been growing" while providing for "real growth in spending for national defense, thereby reversing a dangerous de-cline in that area."

Opponent Patrick
Lesky, D-Vt., maintained
that valie. Americans
"mant better economy in
government" they do not
want "massive reductions in income security
and retirement programs
... lowering of minimum standards for
health care, for shelter
and for feeding
programs. for education and job training as-

sistance, for transporta-tion systems, for help to the handicapped and the iderly and for energy and economic develop-ment programs." Senators voting 'yea' supported the GOP-an-thored budget-cutting plan.

plan.

Democratic Sens. Carl
Levin and Donald Riegle
voted "nay."

"Waste and Abuse:" By

a vote of 44-52 the Senate rejected an amendment to require deeper fiscal year 1952 cuts in what federal agencies can spend on travel and consultants fees. The spending bill already contained cuts of \$550 million for travel and \$590 million for travel and \$590 million and \$500 million million and \$500 million respectively.

Sponsor Dennis DeConcini, D-Arix, said "the only sure-fire way I know to make a dent in the waste and abuse in both travel and consultant services is to cut these funds and cut them sharply." Senators voting "nay" opposed still deeper fiscal year 1982 cuts in travel and consultants, outlays.

outlays.

Levin and Riegle voted

"vea."

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Private \$\$ back SEMTA stop

Groundbreaking ceremonies for a new SEM-TA bus station at the Northland Center were held recently, marking the first investment of private ceptial in public transit facilities in southeast Michigan.

A portion of the \$30-capacity station's cost is being borne by the Equitable Life Assurance So-ciety of the United States, which owns Northland Center. The company paid for the road leading

to the station; the station itself was built with federal and state funds.

On a typical weekday, 8,000 to 10,000 people ride buses to and from Northland, according to SEMTA.

SEMTA also has rights to expand to an adjoining parking lot for potential future charters and park-and-ride service, a spokesperson explained.



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