

Roll Call Report

Party-line vote overrides highway veto

Here's how area members of Congress were recorded on major roll call votes in the week ending April 3.

HOUSE

HIGHWAY BILL VETO — By a tally of 350 for and 73 against, the House achieved the two-thirds majority it needed to override President Reagan's veto of a bill (HR 2) authorizing nearly \$88 billion over five years for mass transit, highway construction and other programs.

When the Senate also voted to override the veto (below), the bill (HR 2) became law.

Reagan had denounced the bill as pork barrel and budget-buster. But it had overwhelming support in part because it allows 65 mph driving on rural interstates and funds many politically popular road projects.

Members voting yes wanted to override the veto. Voting yes were Democrats Dennis Hertel, Harper Woods, William Ford, Taylor, and Sander Levin, Southfield.

Voting no Republicans Carl Pursell, Plymouth, and William Broomfield, Birmingham.

GOLDEN AGE PASSPORT — By a vote of 43 for and 375 against, the House rejected an amendment to begin a \$10 onetime charge for the Golden Age passport that gives senior citizens access to certain national parks.

This means the passports will continue to be free of charge to people over 62. About 190,000 were issued last year.

The vote occurred as the House sent to the Senate a bill (HR 1320) funding National Park Service operations with Land and Water Conservation Fund revenues.

Sponsor James Hansen, R-Utah, said the Golden Age passport is used

by "people who do control a lot of money."

Opponent Bruce Ventlo, D-Minn., said the passport users "can barely afford basic transportation, let alone a \$30,000 or \$40,000 Winnebago."

Members voting yes wanted seniors to begin paying a small fee for the Golden Age passport.

Pursell, Hertel, Ford, Levin and Broomfield all voted no.

COMMON MARKET — By a vote

Voting yes: Hertel, Ford, Levin, Broomfield.

Voting no: Pursell.

SENATE

THE PRESIDENT'S VETO — By a tally of 67 for and 33 against, the Senate achieved the minimum number of votes necessary to override President Reagan's veto of the \$87.5 billion, five-year highway and mass transit bill.

This followed a House override vote (above) and reversed a previous Senate vote that tentatively sustained the veto. Reagan saw his temporary victory vanish when Terry Sanford, D-N.C., changed his vote of 269 for and 147 against, the House adopted a resolution (H Res 121) commending the European Community on the 30th anniversary of its creation March 25, 1957 under the Treaty of Rome.

Supporter Tom Lantos, D-Calif., said the Common Market deserves praise even though relations between it and the United States are "not a love boat."

Opponent Fred Grandy, R-Iowa, said it was wrong to commend an organization "whose success has come at the expense of the American farmer."

Members voting yes wanted to commend the European Community.

and opposed the veto.

Senators voting yes wanted the highway bill to become law. Michigan Democrats Carl Levin and Donald Riegle voted yes.

URBAN DEVELOPMENT GRANTS

By a vote of 23 for and 75 against, the Senate rejected an amendment to end the Urban Development Action Grant (UDAG) program, in which U.S. grants are used by localities as loans to lure private development.

The Reagan Administration each year targets UDAGs for elimination, arguing they usually end up as taxpayer gifts to well-off companies.

The vote occurred as the Senate debated and passed a \$38.3 billion measure (S 825) extending community development and housing programs through fiscal 1988-89. A companion bill is moving through the House.

Robert Dole, R-Kan., called the vote "a litmus test" on congressional resolve to cut the deficit.

Robert Byrd, D-W.Va., called said UDAGs have "a proven track record."

Senators voting yes wanted to end UDAGs.

Voting no: Levin, Riegle

NEW HOUSING PROGRAM

The Senate refused, 14 for and 84 against, to eliminate the proposed Nehemiah home ownership program from a bill extending housing and community development programs for two years (above).

Named after the Old Testament prophet who rebuilt Jerusalem's walls, Nehemiah would provide interest-free and possibly forgivable loans of up to \$15,000 to help families of modest means buy their first house. Buyers remaining owner-oc-

cupants of the unit would not have to repay the loan, which would be second-mortgaged to Uncle Sam.

Amendment sponsor Don Nickles, R-Okla., said the program is misnamed because Nehemiah "was a pretty responsible individual."

Alan Cranston, D-Calif., said Nehemiah "would help build healthy neighborhoods in our cities' most distressed areas."

Senators voting yes were opposed to the new housing program.

Voting no: Levin, Riegle.

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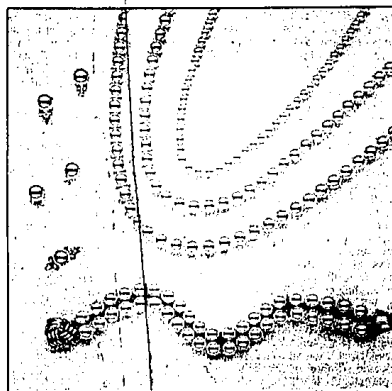
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'Safety-belts needed at 65 mph'

Raising the speed limit to 65 mph could reverse the downward trend of traffic fatalities on our nation's highways — unless accompanied by strict enforcement of state safety-belt laws, according to a nonprofit safety group.

"As a safety organization, we are

concerned that higher speed limits will result in additional pain, death and suffering," said Charles L. Spilman, president of Traffic Safety New Inc., a national organization dedicated to promoting safety-belt laws.

Why Spend Another Summer Peeling?

Owning a house that needs improvements can really get under your skin.

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