

House skims Amtrak; hikes staff; kills anti-busing bill

Here's how area Members of Congress were recorded on major roll call votes July 19-25.

HOUSE

AMTRAK — The House rejected, 197 for and 214 against, an amendment to continue the full 27,500-mile Amtrak passenger train network for another year. The amendment was proposed to HR 3996, a bill authorizing Amtrak operations in fiscal 1980 and beyond. As later passed and sent to the Senate, the bill cuts Amtrak to 22,000 miles of rail in order to stem its massive financial losses.

Rep. Albert Gore, Jr., D-Tenn., the sponsor, said that due to shortages of gasoline, passenger train service should be kept intact for at least another year.

Rep. James Florio, D-N.J., an opponent, said that in preserving Amtrak's least-productive routes the House invites the failure of the entire system.

Members voting "yes" wanted to keep Amtrak at its present size during the fiscal year that begins Oct. 1.

Reps. David Bonior, D-Mount

Roll Call Report



Clemens, William Ford, D-Taylor, William Brodhead, D-Detroit and James Blanchard, D-Pleasant Ridge voted "yes."

Rep. Carl Pursell, R-Plymouth voted "yes."

Rep. William Broomfield, R-Bloomfield Twp. did not vote.

STAFF INCREASE — The House voted, 214 for and 120 against, to allow House members to enlarge their staffs by up to four part-time or temporary positions. This raises the present ceiling of 18 aides that a member can have on his personal (as opposed to committee) staff. It leaves unchanged the \$228,000 limit on salaries for a

member's personal staff. The measure (H Res 359) does not require Senate concurrence and takes effect Aug. 1.

Rep. Carroll Campbell, R-S.C., a supporter, said the staff enlargement will give members "some flexibility for dealing with situations in their offices, such as a maternity leave, such as the need for a temporary employee to bring special expertise."

Rep. Lucien Nedzi, D-Mich., an opponent, said the hike "will guarantee more staff proliferation and, in its train, a requirement for more space, more furniture, more parking, and more telephones."

Members voting "yes" wanted larger personal staffs.

Pursell, Bonior, Ford, Brodhead and

Blanchard voted "yes."

Broomfield voted "nay."

SCHOOL BUSING — By a vote of 209 for and 216 against, the House failed to achieve the two-thirds majority needed to approve a proposed "neighborhood schools" constitutional amendment. The measure was designed primarily to outlaw court-ordered busing to integrate schools.

Rep. Ronald Mottl, D-Ohio, the sponsor, said court-ordered busing "is a social policy imposed by an activist judiciary, and it is a mistaken social policy that is leading to the virtual destruction of public education at neighborhood schools in cities where it is used."

Rep. John Buchanan, R-Ala., an opponent, said: "The Constitution should never be amended in such a light and cavalier fashion. Would we rewrite the Bill of Rights on the floor of the House on the basis of one or two hours of debate?"

Members voting "nay" either favored busing or felt that amending the Constitution was an inappropriate response to the problems of busing.

Pursell, Ford, Blanchard and Bloomfield voted "yes."

Bonior and Brodhead voted "nay."

SENATE

ELECTION COMMISSIONER — The Senate confirmed, 73 for and 25 against, President Carter's nomination of Frank Reiche, a New Jersey Republican, to the Federal Election Commission.

Reiche was opposed by many Senate Republicans who doubted that he was a sufficiently partisan Republican and disliked his refusal to oppose public financing of congressional campaigns. The FEC, which enforces federal election laws, has three Democratic and three GOP commissioners.

Sen. Mark Matfield, R-Ore., a supporter, criticized "those who lead people to believe they represent true Republicanism."

Sen. Orrin Hatch, R-Utah, an opponent, said that if Reiche proves to be "not a partisan Republican" the Democratic Party point of view could prevail on the FEC.

Senators voting "nay" opposed the nomination.

Sens. Donald Riegle and Carl Levin, both Democrats, voted "yes."

ABORTION — The Senate adopted, 57 for and 42 against, a more conservative position on the abortion issue. The language was included in an appropriations bill (HR 4389) later passed and sent to conference with the House. It permits federally-funded abortions when (1) the mother's life is endangered, (2) the pregnancy is the result of rape or incest, or (3) two doctors say the pregnancy will seriously harm the mother's health.

This vote puts the Senate more in harmony with the harder-line House, thus diminishing the chance of another months-long congressional standoff on the abortion issue.

Sen. Birch Bayh, D-Ind., a supporter, said that due to the House's hard line the language "is about the best we can do under the circumstances."

Sen. Robert Packwood, R-Ore., an opponent, said taking a harder line against federally-funded abortions "only denies to poor women equal access to this medical service."

Senators voting "yes" were anxious to compromise with the House on the abortion issue.

Levin voted "yes."

Riegle did not vote.

McNamara retains chair in SEMTA board election

Livonia Mayor Edward McNamara was recently re-elected chairman of the Southeastern Michigan Transportation Authority Board of Directors.

The 15-member board unanimously re-elected McNamara for a second one-year term as chairman. He has represented the Wayne County suburbs on the transportation authority board since June 1977.

R.J. Alexander, who represents Oakland County, was elected to replace Henry M. Hogan Jr., also of Oakland County, as first vice chairman of the SEMTA board. Hogan, who opposed the rapid transit compromise plan which Alexander supported, had expected to be dropped as first vice chairman and offered no contest.

McNAMARA was instrumental in the SEMTA board's agreement in April on a \$1.4 billion light rail rapid transit plan by engineering a compromise between Detroit and suburban representatives. The plan would include a sub-

way from Jefferson to Grand Boulevard, an above-ground rail from Woodward to McNichols and an at-grade rail from McNichols to Eight Mile Road.

Detroit had long favored the subway out to Eight Mile Road, while most suburban representatives opposed any subway.

The plan requires approval by the Michigan Legislature, which is expected to consider it before the end of the year.

Alexander, who was appointed to the board by the Southeast Michigan Council of Governments, voted for the regional plan while Hogan, appointed by the Oakland County Board of Commissioners, voted against it.

SEMTA MEANWHILE is mourning the death of Dauris Jackson, 52, who had been re-elected second vice chairman. Mrs. Jackson was killed early Tuesday in a one-car accident on the Lodge Freeway in Detroit.

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