

HUD's new housing budget cut to '85 level

Here's how area members of Congress were recorded on major roll call votes in the days before the current House and Senate recess.

HOUSE

By a vote of 215 for and 204 against, the House reduced by half the number of new public housing units proposed as part of the Department of Housing and Urban Development's fiscal 1986 budget.

The vote cut the number of new units from 10,000 to 5,000, the same number funded in fiscal 1985. This sliced \$990 million from the proposed HUD appropriation, which later was set at \$14.9 billion.

The appropriations bill (HR 3038) was sent to the Senate.

Supporter Toby Roth, R-Wis., said, "We have got too many 'yes but-ers' in this body," lawmakers who say "I am concerned about the deficit but not on this bill."

Opponent Edward Boland, D-Mass., said, "I have been dealing with these housing programs now for some 30 years or better, and . . . in my judgment, this is one of the most important housing programs to deal with the problems of the poor."

Members voting yes wanted to cut the fiscal 1986 appropriation for new public housing by \$990 million.

Voting yes: Carl Pursell, R-Plymouth, William Broomfield, R-Birmingham.

Voting no: Dennis Hertel, D-Harper Woods, William Ford, D-Taylor, Sander Levin, D-Southfield.

TREASURY — By a vote of 286 for and 133 against, the House exempted several agencies from a proposed 2.65 percent cut in the fiscal 1986 Treasury Department appropriations bill.

This reduced the proposed cut from \$192 million to \$35 million.

President Reagan was opposed to the amendment, which exempted the Postal Service, Internal

rollcall report

Revenue Service, Customs Service, Secret Service, Bureau of Alcohol, Tobacco and Firearms and certain law enforcement training programs from the budget reduction.

The House later sent the bill (HR 3036) to the Senate.

Sponsor Ronald Coleman, D-Texas, called it "unwisely . . . but you'd foolish" to inflict cuts on agencies such as the IRS and Customs Service that generate revenue for the Treasury.

Opponent Bill Frenzel, R-Minn., said, "The taxpayers would rather see a reduction in spending than some fabled increase in tax revenues out in the never, never land of the future."

Members voting yes supported a \$35 million rather than \$192 million cut in the Treasury appropriations bill.

Voting yes: Davis, Hertel, Levin, Broomfield.

Voting no: Pursell, William Ford.

NASA — The House rejected, 112 for and 300 against, an amendment to freeze the fiscal 1986 appropriation for the National Aeronautics and Space Administration and National Science Foundation at 1985 levels.

The amendment sought to cut \$160 million from the NASA budget and \$22 million from the NSF budget. It was proposed to the 1986 appropriations bill for HUD and other agencies (HR 3038; above).

Sponsor Paul Henry, R-Mich., said, "Each of us supports efforts to cut the deficit. All too often, and unfortunately on a regular basis, we come round and round saying, 'But let's begin somewhere else.'"

Opponent Herbert Bateman, R-Va., praising the space program, said "a mindless freeze that freezes everything without regard to the implications on

our body politic is not the way to achieve budget reduction."

Members voting no were opposed to the freeze amendment.

Voting yes: Pursell, Hertel.
Voting no: William Ford, Levin, Broomfield.
SENATE

FUEL EFFICIENCY — By a vote of 52 for and 39 against, the Senate tabled (killed) a sense-of-the-Senate resolution in behalf of higher fuel-efficiency standards for passenger cars.

The resolution opposed the National Highway Traffic Safety Administration plan to lower from 27.5 miles-per-gallon to 26 mpg the standard that automakers must achieve by the 1986 model year.

Detroit has had ten years to meet the 27.5 mph "fleet average" requirement. Chrysler is technologically prepared to comply, but General Motors and

Ford argue that compliance will force them to cut production of larger cars and lay off thousands of workers.

This resolution, proposed during debate on (S 410), lacked statutory force and was only an expression of Senate opinion.

Don Nickles, R-Okla., who voted to kill the resolution, said, "We need to be helping U.S. automakers . . . and certainly not doing anything that would encourage more imports in this industry."

Daniel Evans, R-Wash., who sponsored the resolution, said the higher fuel-efficiency standard should be kept "if we are at all serious about energy conservation, if we are at all concerned about the dependence on foreign oil."

Senators voting no were opposed to any lowering of the 27.5 mpg fuel-efficiency standard.

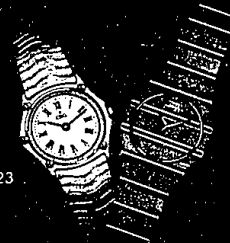
Voting yes: Carl Levin.
Not voting: Donald Riegle.

Supporter Toby Roth, R-Wis., said, "We have got too many 'yes but-ers' in this body," lawmakers who say "I am concerned about the deficit but not on this bill . . ."

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New U.S. law opens avenue for child support payments

Another avenue has been opened to help collect late child support payments.

In Oakland County, Chief Circuit Judge Francis X. O'Brien recently announced that a federal law providing a new mechanism for collecting overdue child support will take effect next Jan. 1.

After that date, late payments will be taken from the payer's income tax refund under the federal Child Support Enforcement Act passed by Congress earlier this month.

CURRENTLY, only ADC custodians (guardians) were allowed to collect through this method.

"Previously, overdue payments to the state were collected this way, but now the method has been extended to the individual who also is in the same situation," said court administrator Joan E. Young.

This method may be used, for instance, in cases where the payer is self-employed or has another restricting compensation plan that makes it difficult to garnish wages.

Interested persons may call the Friend of the Court at 858-0461 or appear in person between 8:30 a.m. to 5 p.m. weekdays to establish eligibility for this service. Deadline to submit request for the 1985 tax year returns is Aug. 16, 1985.

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