ECONOMIC AID — By a vote of 260 for and 96 against, the House passed and sent to the Senate a bill (HR 10) extending the life of

the Senate a bill (HR 10) extending the life of the Appalachian Regional Commission for five years and of the Economic Development Administration for three years.

Both agencies were created during the War on Poverty of the 1960s to channel economic aid to depressed areas of the country. The Reagan Administration has sought to kill the programs, calling them wasteful and arguing that local and state resources can more effec-tively deal with regional pockets of poverty.

This bill authorizes \$850 million in fiscal 1896.

1986.
Supporter James Howard, D-N.J., sald "there is a continuing urgency to retain tarigeted econmic programs to help as many as fossible of our most distressed areas."
Opponent Chalmers Wylle, R-Ohio, sald the bill "flings wide open the door to pork-barrel abuse and increases our ever-worsening federal budget deficit."

OCC park dedicated

Oakland Community College's Royal Oak Campus marked the completion of its 10-year building project Tuesday with the unveiling of a community park on the campus' northeast

a commenty pan to the tanipus notinears.

The park, called North Park, is in a greenbelt area which once was the site of the Salvation Army Citadel, the campus' first classroom and office building. Covering almost
16,000 square feet, it features paved paths,
benches, pionic tables, trees and shrubbery.

"We have worked closely with the city and
our neighbor Bill Greig Buick to make North
Park a site that is both attractive and compatible with the city'a plan for the area," said
campus Provest Walter J. Fightmaster.

"It will be a pleasant park for our students
and for the community — and particularly for
the senlor citizens who live nearby."

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rollcall report

Members voting yes wanted to keep the Appalachian Regional Commission and the Economic Development Administration in exis-

Voting yes: Carl Pursell, R- Plymouth, Dennis Hertel, D-Harper Woods, William Ford, D-Taylor, Sander Levin, D-Southfield, and William Broomfield, R-Birmingham.

ELIGIBILITY — By a vote of 109 for and 247 against, the House rejected an amendment to tighten the eligibility requirements for communities receiving targeted federal aid from the Economic Development Administra-

from the Economic Development of the Markov that the Markov that a recipient community to have a per capita income of less than 80 percent the national average as well as an unemployment rate at least 1 percent above the national rate. This sought to tighten language in HR 10 that grants eligibility to communities that meet just one of the two standards. As finally approved, the bill also makes EDA money available to communities that have suffered a major economic shock.

Although EDA's original mission was to Although EDA'S Original massion was help the most distressed areas of the country, its money now can go to all but 19 of the 435 congressional districts and to about 80 percent of all U.S. communities.

Sponsor Bill McCollum, R-Fla., said his amendment would channel limited federal re-

sources to the more needy areas.
Opponent Kenneth Gray, D-III., said the amendment would hasten the exotus of jobs from the Industrial North to Sunbelt areas such as McCollum represents.
Members voling yes wanted to tighten Economic Development Administration eligibility requirements, Voling yes. Broomfileld.
Voting no: Pursell, Hertel, Ford and Levin.

RAILROAD SAFETY — By a vote of 106 for and 254 against, the House rejected an amendment to cut \$3.2 million in fiscal 1986 from a bill (HR 2372) dealing with federal regulation of railroad safety.

The bill, which was passed by voice vote and sent to the Senate, would spend \$41.6 million in 1986 for a variety of safety and research and development programs administered by the Department of Transportation.

In addition to funding these programs, the bill strengthens the job security of railroad employes who report safety violations to the government or refuse to go to work because of unsafe conditions.

unsale conditions.

This amendment sought to reduce the federal subsidy of state safety inspections.

Sponsor Robert Walker, R-Pa., said American taxpayers "are sick and tired of the pro-

can inxpayers "are sick and uree of the pro-cess in Congress that always finds ways to justify spending."

Opponent James Florio, D-N.J., said "If anything, we should be providing for an in-crease in rail safety."

Members voting yes supported the amend-ment to cut the budget. Voting yes: Pursell and Broomfield.

Voting no (to retain the \$3.2 million): Hertel, Ford and Levin.

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