MINUTES OF THE MEETING LONG-RANGE PLANNING SUBCOMMITTEE MONTANA STATE HOUSE OF REPRESENTATIVES

March 13, 1985

The meeting of the Long-Range Planning Subcommittee was called to order by Chairman Robert Thoft on March 13, 1985 at 4:53 p.m. in Room 420 of the State Capitol.

ROLL CALL: All members were present.

UNIVERSITY OF MONTANA, AMENDMENT TO THE LONG-RANGE BUILDING APPROPRIATIONS BILL: Neil Bucklew (77:A:002), President, University of Montana (UM), gave members a copy of language to be added to the Long-Range Building Appropriations Bill (EXHIBIT 1). This language will allow UM to use University Auxiliary, Building Fees or Plant Funds for planning of the maintenance or renovation of several campus buildings.

Chairman Thoft (77:A:024) asked if the funding sources mentioned are normally used for maintenance of buildings. President Bucklew said no.

HOUSE BILL 850: Representative Paul Pistoria (77:A:056), District 36, bill sponsor, said this bill will appropriate \$1.5 million from the State Highway Special Revenue Account for the repair of the 10th Street Bridge in Great Falls. He said the total cost of repairing the bridge is \$4.5 million. The Department of Highways (DOH) will fund \$3.0 million of the project and it is asking the city of Great Falls to find \$1.5 million.

Representative Pistoria said the city opposes the idea that its citizens should have to find \$1.5 million for redecking the bridge. The bridge is one of the most well traveled bridges in Montana. Representative Pistoria said the bridge crosses the Missouri River on the north side of Great Falls.

He said he sponsored this bill for the entire city of Great Falls and gave members numerous newspaper clippings and letters which describe the funding controversy about the bridge (EXHIBITS 2, 3, 4, 5 AND 6). Representative Pistoria said the bridge must be repaired or it will have to be closed. He said the Great Falls people are alarmed about where traffic will go if the bridge is closed.

<u>Proponents:</u> Representative Jack Moore (77:A:260), District 37, said the condition of the 10th Street

Bridge is deplorable and the top deck needs to be rebuilt. He said in 1974 the bridge was closed, but through the efforts of legislators some temporary repair work was done and the bridge was reopened to light weight vehicles. Using local funds for the repairs will set a precedent for DOH. He said he believes the repairs are the responsibility of DOH and should be funded by the department. DOH has suggested the city could pass a SID for its share of the improvements. He said this is out of the question because Great Falls already levies 444 mills and this is the second highest amount in the state. He said the city of Great Falls is in financial trouble and cannot come up with \$1.5 million in funding for the repairs.

Representative Helena O'Connell (77:A:291), District 40, asked the Chairman if she could ask the DOH representative some questions. Chairman Thoft said no, but if Representative O'Connell will write her questions down he will make sure they are asked by the committee. Representative O'Connell agreed to do this. She said she feels Great Falls is being used as a guinea pig by DOH and in the future such demands may be placed on other communities. This is an important issue to her and she feels DOH should be responsible for the bridge maintenance.

John Mooney (77:A:321), Director, Great Falls City County Planning Board, submitted written testimony (EXHIBIT 7).

Bob Worthington (77:A:488), Mayor, Great Falls, said the bridge's sufficiency rating is 6.7 and this makes it one of the worst bridges in the state. He said the community does not have the funds to help with the maintenance of the bridge. Placing the funding requirement on Great Falls sets a bad precedent for all cities in the state and he believes the repairs are the obligation of DOH.

Representative Ron Miller (77:A:513), District 34, said he is in favor of this bill and the bridge repairs.

Patrick Ryan (77:A:522) said he recalls one session when the Legislature funded a bridge in North Dakota to the tune of \$2.5 million. He said bridges in Montana should receive consideration before one in Fairview which comes across from North Dakota. Mr. Rayan submitted information on the Fairview bridge project (EXHIBIT 8).

Al Johnson (77:A:544), City Manager, Great Falls gave members information on bridges throughout the state and

their sufficiency ratings (EXHIBIT 9). He said this is the first time a city has had a matching requirment for the repair of a bridge. Mr. Johnson said if this is going to be required by all communities, than so be it, but to his knowledge Great Falls is the only city being required to supply matching funds. He said in Billings special SIDs have been used for bridge repair. Mr. Johnson said every Legislator has a bridge concern in his or her district as his handout illustrates.

Dick Gasvoda (77:A:574), Chairman of the Board, Cascade County Commissioners, said the bridge needs to be fixed and the Legislature can provide the only remedy which is acceptable to the city.

Senator Dick Manning (77:A:590), District 18, said he is in strong support of House Bill 850. He said in the past DOH has prioritized bridge repairs and taken care of the most serious and badly needed repairs first. Senator Manning said this is not happening in this instance.

Roger Young (77:A:609), President, Great Falls Area Chamber of Commerce, submitted written testimony (EXHIBIT 10). He also said creating a SID for the bridge repairs suggests this is a neighborhood problem. Mr. Young said this is not a neighborhood proplem because the bridge is a fullfledged artery to the city, and it is inappropriate to talk about community funding for the project. Mr. Young said the Great Falls business community opposes the idea of local match for the repairs.

Representative Jerry Nisbet (77:A:653), District 35, said he is a proponent of House Bill 850.

Joe Troplia (77:A:657), Cascade County Clerk and Recorder, said he believes Representative Bardanouve was hurt more by going over the 10th Street Bridge than he was by falling off his horse. Representative Bardanouve said he did not cross the bridge on his way to the hospital because he was in a helicopter.

Jack Whitaker (77:A:674), Cascade County Commissioner said if the bridge is closed he is afraid it will create a traffic hazard. He said 11,900 cars cross the 10th Street Bridge each day. If this traffic is diverted to the 15th Street Bridge, cars will be coming off the highway at high speeds and directly into an intersection just past the bridge. He feels the increase in traffic will create a hazard at this stop light.

Senator Ted Neuman (77:B:002), District 21, said from a safety standpoint the bridge needs to be fixed.

Opponents: Bob Champion (77:B:015), Administrator, Program Development Division, DOH, said he is appearing in opposition to the bill on behalf of the department.

Mr. Champion said the 1983 Legislature addressed the issue of highway project selection. He said in 1983 legislation was passed which mandated the Montana Highway Commission, and not DOH, make the decisions as to which highway projects should be completed. Mr. Champion said if the 10th Street Bridge project is fully funded other projects on the Commission's plan will not be. He also said if the Legislature approves funding for the project, this session, it will be tying up money which in all probability cannot be used in the 1987 biennium. Mr. Champion said a contract could not be let on the project until a later date.

Mr. Champion said there is \$50 million available for freestanding or independent bridge projects. The Highway Commission has chosen to allocate the \$50 million between the three major highway systems (primary, secondary and urban). The money is allocated based on the square footage of the bridges in each system. Mr. Champion said 6% of the \$50 million is allocated to the urban system (\$3 million). He said the worst bridge, without any dispute, in the urban system is the 10th Street Bridge and the entire urban system allocation has been made available for this project.

Mr. Champion said because the bridge is on the federal aid urban system it is eligible for the grant in aid program which utilizes federal, state and local funds for projects. This means DOH is not solely responsible for funding of the project and other sources of money are available.

Mr. Champion (77:B:080) said the 10th Street Bridge is old, but the 15th Street Bridge and the 1st Avenue North Bridge are modern 4 lane bridges and are in the same vicinity. He said the Highway Commission wonders just how much need there is for the bridge. Mr. Champion said in January of 1985 the Highway Commission heard the problems of the bridge project and it decided not to fund more than \$3 million. Mr. Champion said at this meeting alternative funding sources for Great Falls were suggested: 1) a SID; 2) in kind contributions; and 3) assumption of roads, by the city, which are currently maintained by DOH. Mr. Champion said the city has been invited back to the commission's March meeting to discuss the other funding sources available.

If the city cannot raise the \$1.5 million, the commission will be obligated to use the \$3 million on another project within the urban system. He said the original bridge program began in 1972 and \$30 million has been spend in the program as of August of 1984. The Great Falls urban area has received 30% of total and Cascade County has received 40% of the total.

Committee Discussion: Senator Fuller (77:B:143) asked how much money will be available for the federal aid urban system in the coming biennium. Mr. Champion said about \$9 million will be available statewide. Senator Fuller asked which projects on the urban system will be cut if \$1.5 million is spend on the Great Falls bridge. Mr. Champion said the commission has priority rankings and he does not know which projects it would cut. It would have to review the rankings to determine this.

Senator Fuller (77:B:162) asked Mr. Champion to give the committee examples of other projects which have provided local match. Mr. Champion said the Johnson Lane Interchange, in Billings, is the largest and most significant project in which local funds of \$500,000 were provided as match. He said a local improvement district was formed to raise this money. Mr. Champion said there also are other examples on smaller projects.

Representative Bardanouve (77:B:173) asked how many bridges have been built by order of the Legislature. Mr. Champion said none to his knowledge.

Senator Fuller (77:B:182) asked which projects will be funded, as approved by the commission, out of the \$9 million available. Mr. Champion said he could not name them all, but did list some in Great Falls. Mr. Champion also read from DOH's report to the Legislature as to which projects will be funded. Senator Fuller asked Mr. Champion to give the committee a list of the projects which will be funded within the urban system.

Senator Tveit (77:B:228) asked when the 15th Street Bridge was built. Mr. Champion said in the 1960's and was recently redecked.

Senator Van Valkenburg (77:B:233) asked when two lanes were added to the 10th Avenue South Bridge. Mr. Champion said the two lanes were added in the last year or so. Senator Van Valkenburg asked about the 1st Avenue North Bridge. Mr. Champion said it was totally reconstructed three years ago. Senator Van Valkenburg asked about the 6th Street Bridge. Mr. Champion said this bridge was built in 1978 or 1979.

Representative Pistoria (77:B:251) said, in closing, the project started in 1971 and the city is still trying to get the repair work done. He said he feels it is good that other bridges in the Great Falls system have been updated, but he cannot understand why the 10th Street Bridge has not been repaired. He said this bridge handles both outside and city traffic. He is not just looking out for Great Falls people, but for everyone who uses the bridge.

Representative Pistoria said the Billings project was matched with funds from a developer. Mr. Champion admitted the 10th Street Bridge is the worst in the urban system and the commission will need to review the situation. He said the project must be done and the city will not fund it. He said SIDs are for a local area and not a state bridge.

HOUSE BILL 509: Chairman Thoft (77:B:410) said he would like the committee to discuss rolling the appropriations for House Bill 509 into the Long-Range Building Appropriations Bill.

Senator Van Valkenburg (77:B:415) said the appropriation has to be in a separate bill. Chairman Thoft said it does not have to be in a separate bill and asked Representative Manuel to explain his position on this issue.

Representative Rex Manuel (77:B:417), District 11, said he chaired this subcommittee in the last session and any proposal approved by the committee was included in the Long-Range Building Appropriations Bill. He said he does not think it makes sense to hang House Bill 509 out by itself, it is easier to include it in the large appropriations bill. He said there is no rule which says it cannot be included in the larger bill.

Chairman Thoft (77:B:430) asked Madalyn Quinlan if she had any problem with the Fort Benton appropriation being rolled into the larger appropriations bill, by committee action. Madalyn Quinlan, Staff Analyst, Office of the Legislative Fiscal Analyst, said no.

Representative Manuel (77:B:433) said he has talked with Judy Rippingale and she said this is the proper way to handle the appropriation. Representative Manuel said in the past the committee has written this type of appropriation into the larger bill and then tabled the other.

Chairman Thoft (77:B:444) said language will also have to be added to the appropriations bill which pertains to the lease between the state and Fort Benton.

Senator Van Valkenburg (77:B:455) said he thinks the appropriation should be in House Bill 509 and this is what the committee discussed earlier. Senator Fuller said he agrees with Senator Van Valkenburg.

EXECUTIVE ACTION

Senator Tveit (77:B:463) made a motion to put the appropriations for the purchase of the Fort Benton museum site into the Long-Range Building Appropriations Bill. Chairman Thoft (77:B:465) asked for a roll call vote. The motion passed.

Madalyn Quinlan (77:B:480) said if the committee tables House Bill 509 the appropriations can be put into the larger bills. If the appropriation is put in the Long-Range Building Bill, it will also have to be put into the Cultural and Aesthetic Appropriations Bill.

Senator Tveit (77:B:494) moved to TABLE House Bill 509.

Senator Fuller (77:B:498) said he believes the Fort Benton project should be debated on the basis it was proposed, as House Bill 509. He said the reason the committee agreed to let the bill stand on its own merits was because it was appropriating money from two separate sources and violating the review processes in two programs.

Senator Van Valkenburg (77:B:503) said this will cause problems in the Senate. He said both he and Senator Fuller agreed to facilitate this matter and it was with the understanding that there was going to be a separate bill handling the appropriations for the Fort Benton project. Chairman Thoft (77:B:510) said there was no understanding because there was no motion to that effect.

Chairman Thoft (77:B:518) said the source of funding and the project are not changed by putting the appropriation in the larger bill. He said there have been no changes, in funding or in the project, from what the Senators agreed to earlier.

Senator Van Valkenburg (77:B:524) said the committee agreed there would be a separate bill. Chairman Thoft (77:B:525) said the committee discussed this, but did not agree to it. He said he does not have a problem with the project being included in the larger bill

because it will also have to stand on its merits in that bill.

Chairman Thoft (77:B:537) asked for a roll call vote. The motion passed.

HOUSE BILL 930: Representative John Mercer (77:B:557), District 50, bill sponsor, said the bill is an act to appropriate funds from the Renewable Resource Development Account to the biological station on Flathead Lake. He said this appropriation is critical to the water quality of Flathead Lake. He said there is \$50 million of land and facilities around the lake which will not be properly utilized without the funding.

Proponents: Jack Stanford (77:B:576), Director, UM Biological Station, at Yellowbay, gave a slide presentation on the facility and gave members information which describes the facility (EXHIBIT 11). Mr. Stanford said the station's work is endorsed by the Flathead County Lakers which has a membership of 1,200. Mr. Stanford said the station has been able to generate \$3.00 of outside revenue for every \$1.00 the state provides. He said the station will not cease to exist if it does not receive this funding, but with a little help it can increase the \$1 to \$3 ratio and can continue to do an outstanding job.

Maurice Valett (77:B:694), student, said the biological station is a Class A facility and he feels privileged to be doing work there. He said he is a graduate student and is always trying to obtain funding for the program. He is supportive of House Bill 930.

Jon Jourdonnais (78:A:001), Staff Researcher, UM Biological Station, said it is an absolute privilege, as a native Montanan, to be able to work in his home state at a technical research facility. He said the biological station is a viable research organization which benefits both western and eastern Montana. He said with some basic budget support the station can do even more than it is now.

Elwin Bennington (78:A:012), President, Friends of Yellowbay, Inc., submitted written testimony (EXHIBIT 12). He said this organization relies on the research station for information which is important for economic reasons. He said the group asked the station to provide more information than its personnel can. Mr. Bennington also submitted a letter of support from the Lake County Commissioners (EXHIBIT 13).

Dick Wollin (78:A:029), President, Polson Chamber of Commerce, said the issue being dealt with in this bill goes beyond the biological station. It deals with water quality. He said water resources must be clearly understood and prudently managed. Mr. Wollin said the dangers to the lake are immense and the biological station has been publicizing this issue. He said the condition of the lake can be stopped from getting worse, but it will never be the same as it used to be. Mr. Wollin said the only source of data about fresh water is the biological station. Representative Mercer submitted a letter of support from Mr. Wollin for the record (EXHIBIT 14).

Neil Bucklew (78:A:084), President, UM, said this money will be an important investment in the future. He said the university reviewed applications from the entire institution and only five were recommended to the Legislature as areas for special program improvement or development. The biological station request is one of the five.

There were no opponents to House Bill 930.

Committee Discussion: Senator Fuller (78:A:094) asked Representative Mercer if funds for the bill are to come from the water development or other category for the Renewable Resource Development (RRD) Program. Representative Mercer said they can come from either category. Senator Fuller asked if there is any money left in either of these categories. Madalyn Quinlan said the projects that the committee has already heard will use all of the money avaliable in these categories.

Senator Van Valkenburg (78:A:111) asked if the station applied for RRD money through the program's application process. Mr. Stanford said they did not because at that time the proposal was going through the university planning phase for program modifications. He said when it became apparent the proposal was not going to be funded through program modifications, the bill was introduced.

Senator Fuller (78:A:131) asked why the project did not apply to the RRD Program originally. President Bucklew said the university felt the program modification route was best because it would relate to an ongoing commitment to the station. However, projects in the program modification area are not receiving Legislative support, no matter how well the idea is received. He said House Bill 930 is the only feasible way to fund the proposal now.

Representative Mercer (78:A:144) gave members a copy of the equipment and personnel which will be funded by the bill (EXHIBIT 14A). In his closing remarks, Representative Mercer said the lake has algae plumes and is on the margin of being in serious trouble. He said it is critical to give the research station some money now so the pollution problems with the lake do not go any further. He said the committee can amend his bill in any way to be creative about finding a funding source for this project.

UNIVERSITY OF MONTANA, PLANNING FUNDS: Chairman Thoft (78:A:184) explained the request for UM planning funds (See Exhibit 1).

Senator Van Valkenburg (78:A:199) said he has seen another amendment on this subject which he would prefer be adopted.

Neil Bucklew (78:A:204) gave the Chairman a copy of the other amendment (EXHIBIT 15). He said this amendment uses wording which allows the planning money to be taken from funds other than the General Fund. President Bucklew said the second wording will allow the use of private funds and the first amendment will not. However, he said either language will be acceptable to the university.

Representative Bardanouve (78:A:219) asked which building the planning money will be used for. Senator Van Valkenburg said the university needs planning money for Main Hall and the Life Sciences and Mathematics Building. He said the school is asking for authority to use money for planning the renovation of or future construction of these buildings. Senator Van Valkenburg said he feels the second amendment is better from the perspective of the university students.

Representative Bardanouve (78:A:257) asked if the planning money will be used for three or four buildings. Senator Van Valkenburg said the money will be used to plan the renovation of Main Hall and the construction of the new Math, Life Sciences and P.E. buildings. He said the math department is currently in a building which is in very poor condition and is very old. Senator Van Valkenburg said it is unlikely that this building can be renovated and a new building may need to be constructed.

President Bucklew (78:A:271) said the four items listed in the amendment all have a history of need. He said the Board of Regents has reviewed these projects and approved them for planning. The buildings are old and

need to be studied in order to determine the best course of action for the future. President Bucklew said the university is seeking planning authority and the school will find the funds to do the planning. He said he is not certain any of the projects will involve the construction of new buildings, but there will be some renovation involved.

EXECUTIVE ACTION:

Senator Van Valkenburg (78:A:305) made a motion to adopt the amendment which states that the planning money should be taken from funds other than the General Fund.

Representative Bardanouve (78:A:309) said he believes the committee is getting ahead of itself by authorizing planning money for four buildings at UM, when the Legislature cannot find money to construct the new Business Administration building. He said he does not support the authorization to rebuild a major part of the university in one simple amendment.

Senator Van Valkenburg (78:A:325) said that is not what is happening. He said the Legislature cannot ignore the need to look into the future. He said the future cannot be put out of your mind simply by saying the Legislature does not have the money. Senator Van Valkenburg said the future will come and President Bucklew is confident the school can find planning funds in sources other than the General Fund. Senator Van Valkenburg said he believes planning is essential to doing the job right in the future.

Representative Bardanouve (78:A:334) said he agrees that some planning is needed, but not on four buildings at once. He said he will support planning for Main Hall, but not massive planning of the campus.

Chairman Thoft (78:A:340) said he does not have a problem with long-range planning, in fact he said he feels there is a need for it. He said the planning funds do not create an obligation for building new facilities.

Chairman Thoft (78:A:359) asked for a roll call vote. The motion passed.

HOUSE BILL 508: Representative Bill Hand (78:A:369), District 73, bill sponsor, said this bill will establish the Law Enforcement Academy (LEA) at Dillon. He said the new LEA facility at Bozeman will cost \$7.4 million and the Lewistown facility will cost \$1 to \$3

million. He said the LEA can be left at the present site and the Legislature can hope the problems which exist there will go away, or it can be moved to Dillon at no cost to the state. He said House Bill 508 will need to be amended to remove the appropriation for \$1 million. He said the committee could also establish a long-range study committee which could look at all possible alternatives.

Proponents: Butch Opsahl (78:A:399), Economic Development Director, Beaverhead County, said the people in Dillon are serious about this proposal. He said he has toured the temporary facility in Bozeman and has toured the Arizona Law Enforcement Academy. Architects and other experts have been consulted on the proposal. Mr. Opsahl gave members an information packet about the Dillon proposal (EXHIBIT 15A).

Dan Shively (78:A:424), President, Norwest Bank of Dillon, said the Dillon proposal is advantageous to the state of Montana for the following reasons: 1) it requires no appropriation; 2) it will allow for 100% expansion of the LEA; 3) the cost to operate the LEA in Dillon will be the same as at Bozeman; and 4) the community of Dillon wants the LEA in the town.

Glen Leavitt (78:A:475), Director of Fiscal Affairs, Western Montana College (WMC), gave members information concerning the Bozeman and Dillon proposals (EXHIBIT 16). Mr. Leavitt said a \$7 million bond issue for the new Bozeman facility will cost \$822,000 a year to service the bonds. He said the Dillon proposal will cost \$227,000 a year which will create a savings of \$600,000 a year for a period of 20 years. He said he believes these figures prove that Dillon is the least expensive proposal before the Legislature.

Bob Thomas (78:A:512), President, WMC, said the college supports and is in full cooperation with this proposal. He said WMC does not pretend it can match the resources of Montana State University (MSU). President Thomas said WMC does have basic educational support resources and use of these services will not preclude the use of expertise from other colleges. He said he hopes the Legislature will consider this alternative because it solves the problem in a positive manner.

Mike Morse (78:A:556), Vice President, State Bank and Trust, in Dillon, said he is also the current Secretary-Treasurer of the Dillon Rifle and Pistol Association. He said the Dillon rifle club has one of the finest natural rifle ranges in the state. Mr. Morse said he is confident an agreement for use of the

range can be worked out with the academy. The rifle club has a good relationship with its neighbors. He also said the club has never had any safety problems with the range.

Wilbur Anderson (78:A:578), member, Western Montana College Foundation Board and Beaverhead County Airport Board, submitted written testimony (EXHIBIT 17).

Myron Mortier (78:A:652), Administrator, Barrett Memorial Hospital, said he is representing the hospital Board of Directors. He said the board is very much in favor of the proposal. He said the board is also happy to make the old hospital building available for the LEA.

Randy Tommerup (78:A:666), Beaverhead County Commissioner, said the Dillon community is totally behind the LEA project.

Don Crosser (78:A:682), businessman, Dillon, said the LEA was moved from the MSU campus in 1978. He said the present facilities were a cheap solution to the relocation problem. It was never intended to be the permanent home of the academy. Mr. Crosser read the remainder of his testimony (EXHIBIT 18).

Pat Clark (78:A:718), Police Chief, Dillon submitted written testimony (EXHIBIT 19).

Jim McIsaac (78:B:031) submitted testimony concerning the conflicting statements between architects who inspected the old hospital building (EXHIBIT 20).

Rick Later (78:B:035), Beaverhead County Sheriff, said the present LEA facility is totally inadequate. He said the LEA is presently in modular buildings and there is only enough room to teach required courses. There is no room for expansion of the LEA program. Mr. Later said he had officers at the academy last week and the buildings did not have heat. He said he thinks the decision on the academy should be made prior to the next session. He mentioned problems with the rifle range at the present LEA. Mr. Later said there are other law enforcement officers who are in support of the Dillon project.

Senator John Anderson (78:B:067), District 37, said the Dillon proposal is the most exciting LEA proposal that the committee will hear this year. It can be put into effect immediately and will solve the present problems with the LEA.

Bruce Opsahl (78:B:074) said he believes Dillon is the best choice being presented to the Legislature. He said their facility will allow for a 58% increase in LEA enrollment and WMC can provide college support facilities. The Dillon proposal will be funded locally with private contributions and will not commit the state to a bonding proposal or use of capital funds. Mr. Opsahl said he does not believe an interim study should be done because it only delays the solution to present problems.

Opponents: Lonn Honklin (78:B:097), Executive Assistant, Attorney General - Legal Services Division, Department of Justice said the Attorney General would like to express his appreciation to the people of Dillon. He said the Attorney General believes these people have shown a great deal of interest and put a considerable amount of work into the Dillon proposal in a sincere effort to find a solution to the LEA problem.

Mr. Honklin said the Attorney General's Office (AGO) does not agree with the assertions about the Dillon facility or the cost. He said the AGO believes the cost of moving the academy to Dillon is far greater than what the Dillon proposal indicates. The Architecture and Engineering Division estimated it would cost \$4,008,700 to make the old hospital building usable for the academy.

Mr. Honklin said the AGO's original Bozeman proposal was estimated to cost \$7.4 million, but with new inflationary factors used to estimate the cost, the price has been reduced to \$6.7 million. He said there is a dramatic difference in the calibur of the two facilities being proposed in Dillon and Bozeman. The old hospital cannot be made into a facility servicable to the academy. He said the AGO is making a serious effort to plan for law enforcement training in this state and WMC cannot duplicate the programming help received from MSU.

Mr. Honklin said there is another alternative to the present LEA problem. This alternative is to build an indoor firing range on the Bozeman site which has been offered by MSU. This will eliminate the current and biggest problem in Bozeman with the Fort Ellis Firing Range. The range will cost \$800,000 to build.

John Scully (78:B:147), Montana Sheriffs and Peace Officers Association, said the association has never actually seen plans for the Dillon facility. Mr. Scully said the AGO has brought the problem of housing at the present LEA to the Legislature before and in the

past the best economical choice at the time was chosen. He believes always approving the cheapest proposals does not necessarily solve the problems which exist, it has not in the past and will not in the future. He said MSU provides faculty assistance and WMC can only supply this type of support to a point. He said the committee needs to look at the long-term effects of movng the academy to Dillon. Mr. Scully said the association opposes the move to Dillon.

Chuck O'Reilly (78:B:202), Lewis and Clark County Sheriff, and President, Montana Sheriffs and Peace Officers Association, said the association is opposed to the move to Dillon. He said Bozeman is centrally located for the counties which must send officers to the academy and for academy instructors.

Committee Discussion: Senator Fuller (78:B:218) asked one of the Dillon representatives to explain where funding for the project is coming from and how much is available. He also asked them to explain how they will accommodate an indoor firing range and why the bill has a June 1986 biennium in it. Glen Leavitt said local investors will supply the funding needed to renovate the building. He said the facility is a historic building and there are certain tax ramifications for this type of renovation. Bruce Opsahl said the indoor firing range was left out of the Dillon proposal because the proposal was done on a comparison basis to the present facility in Bozeman. He said an indoor firing range must be built in either the Bozeman or Dillon proposal and the Dillon range will be built with local funding, which will make the lease of the facility to the state more expensive. Mr. Opsahl said Dillon will build the firing range to the specifications of the Attorney General and it will cost the same in either location. Senator Fuller said House Bill 508, if amended, will not request any money from this Legislature. Mr. Opsahl said yes.

Chairman Thoft (78:B:242) asked for Mr. Opsahl's response to the claim that the old hospital is inadequate and cannot be remodeled. Mr. Opsahl said the community will put architects to work on this, but it feels it needs some indication of project approval before spending money for architectural planning. He said various architects have looked at the building and have indicated it is a good building.

Chairman Thoft (78:B:257) asked if the Architecture and Engineering Division looked at the facility. Phil Hauck, Administrator, Architecture and Engineering (A&E) Division, Department of Administration said A&E

did look at the building. He also said the \$4,008,000 cost estimate includes an indoor firing range. Hauck said A&E estimated it will cost \$1,153,000 to remodel the hospital. Mr. Opsahl (78:B:266) said the representative from A&E spent less than 45 minutes at the building. Mr. Hauck said the A&E estimate is also based on a 150 man unit because this is what the LEA Tom O'Connell (78:B:278), Chief, Facility Planning Bureau, A&E said the estimate A&E did on the Dillon proposal is based on the same parameters used for the Bozeman building. He said A&E was under the impression the Dillon facility would be owned by the state and the estimate for Dillon includes the indoor firing range and additional parking in order to make the Bozeman and Dillon estimates as comparable as possible. He said A&E is not trying to influence the committee's decision, but is trying to give the best cost estimates on the various proposals.

Chairman Thoft (78:B:303) said A&E is doing a comparison study to a \$7.4 million project and the committee is discussing adequacy. Mr. O'Connell said A&E is trying to fill the program requirements of the LEA.

Representative Bardanouve (78:B:313) said he believes there is an adequate facility in Montana for the academy, but if it is not located in Bozeman the AGO will oppose it. Chairman Thoft said he believes there are empty buildings which are adequate and the state should not be building new ones.

In closing, Representative Hand (78:B:333) said he hopes the committee will look favorably at House Bill 508, particularly in light of the very tough funding problems this session. He said he believes the committee has been presented with a good comparison between the Dillon and Bozeman proposals.

There being no further business before the committee the meeting was adjourned at 7:30 p.m.

ROBERT THOFT, Chairman

DAILY ROLL CALL

LONG RANGE PLANNING SUB COMMITTEE

49th LEGISLATIVE SESSION -- 1985

Date March 13, 1985

NAME	PRESENT	ABSENT	EXCUSED
Rep. Robert Thoft, Chairman	X		
Sen. Fred Van Valkenburg, Vice Chair	Х		
Sen. Dave Fuller	Х		
Sen. Larry Tveit	Х		
Rep. Francis Bardanouve	Х		
Rep. Gene Ernst	Х		
			

ROLL CALL VOTE

SUBCOMMITTEE LONG RANGE PLANNING

DATE March 13, 1985 BILL I	NO. UM Planning Funds TIME
NAME	AYE NAY
Senator Fred Van Valkenburg, Vice Chairm	an X
Senator Larry Tveit	X X
Senator Dave Fuller	X
Representative Gene Ernst	X X
Representative Francis Bardanouve	X
Representative Robert Thoft, Chairman	X
Representative Robert Hort, Gharrman	
	
Janet Pallister	Robert Thoft
Secretary, Janet Pallister	Chairman , Robert Thoft
, , , , , , , , , , , , , , , , , , , ,	onaliman, Robert india
Motion: To adopt the amendment which	states that the planning money should
10 ddope die diendiene witten	acces chee the premitted money amount
be taken from funds other than the Gene	ral Fund.

ROLL CALL VOTE

SUBCOMMITTEE LONG RANGE PLANNING						
DATE March 13, 1985	BILL NO.	House	Bill No.	509	TIME _	
NAME			AYE	Ξ		NAY
Senator Fred Van Valkenburg, Vice	Chairman				-	Х
Senator Larry Tveit	Olidirman		X			
Senator Dave Fuller						X
Representative Gene Ernst			X			
Representative Francis Bardanouve		·	Abser	nt		
Representative Robert Thoft, Chai	rman		Х			
		<u> </u>				
						
						
'			,			
Janet Pallister		Robert 7				
Secretary, Janet Pallister	C	hairma	n, Rober	t Thoi	Ēt	
Motion: To TABLE House Bill No.	. 509.					

						· · · · · · · · · · · · · · · · · · ·
					-	

ROLL CALL VOTE

SUBCOMMITTEE LONG RANGE PLANNING		
DATE March 13, 1985 BILL NO. FO.	rt Benton Ag TIME	
NAME	AYE	NAY
Control Var Valkarburg Vice Chairman		X
Senator Fred Van Valkenburg, Vice Chairman Senator Larry Tveit	X	
Senator Dave Fuller		X
Representative Gene Ernst	X	
Representative Francis Bardanouve	Absent	
Representative Robert Thoft, Chairman	X	
T D 771 .	m	
	ert Thoft	
Secretary, Janet railister Chair	rman , Robert Thoft	
Motion: To put the appropriations for the pu	irchase of the Fort Benton	n
museum site into the Long-Range Building Appro	priations Bill.	
		

Exhibit # 1 3-13-85 Bucklew UM March 11, 1985

AGENCY/PROGRAM

Capital Projects BPICA

OTHER APPROPRIATED FUNDS

Planning for University Hall, Mathematics, Health and Physical Education and Life Sciences facilities, UM

\$200,000

Appropriations shown in the other appropriated funds column for planning at the University of Montana may utilize University Auxiliary, Building Fee, or Plant Funds.

seeks 10th St. Bridge

Tribune Capitol Bureau

HELENA - Rep. Paul Pistoria, D-Great Falls, introduced a bill Friday to appropriate \$1.5 million so the Tenth Street Bridge can be rebuilt.

The state Highway Commission has made \$3 million in federal money available for the project but insisted that city and county officials come up with the remaining \$1.5 million required by March.

City and county officials have opposed this arrangement and asked for the full \$4.5 million required, but the Highway Commission refused to change its decision.

Pistoria's House Bill 850 calls for appropriating \$1.5 million from the state general fund to match the fed-

eral money. However, Pistoria said that is an error and he will amend the bill to take the \$1.5 million from earmarked highway funds, which come from the state gasoline tax, instead of the general fund.

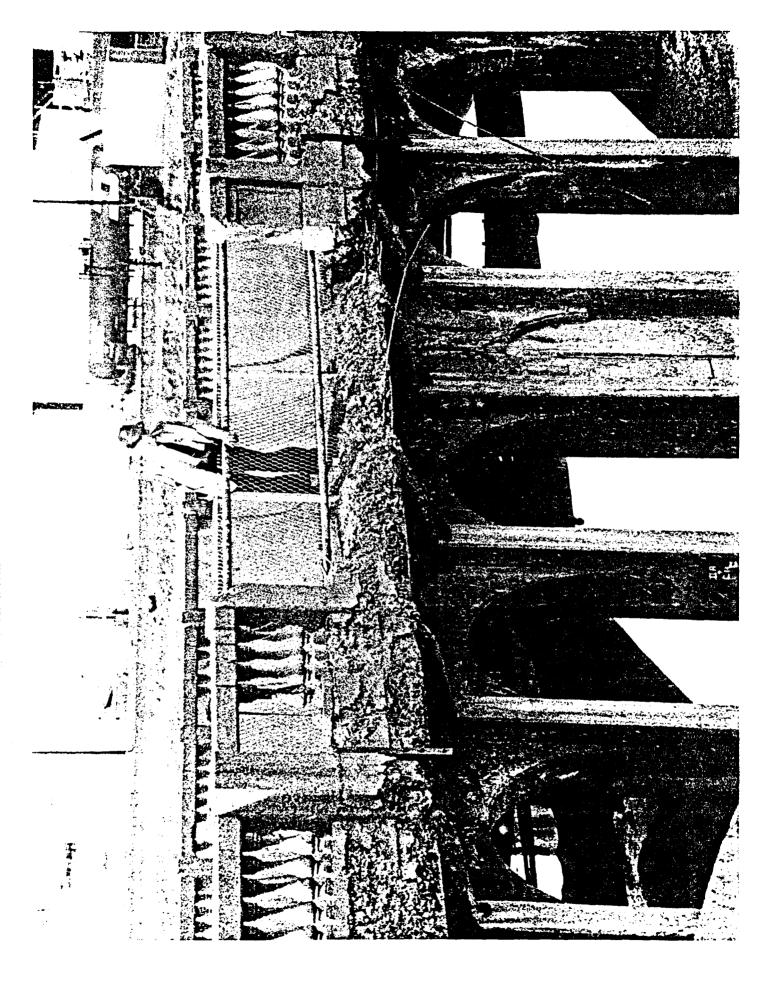
Pistoria said he has been fighting since 1978 to keep the bridge open when the Highway Department wanted to close it. Great Falls residents were able to keep the bridge open at that time partly because a local man, Bill Kessner, was on the state Highway Commission, Pistoria said. The Electric City is currently unrepresented on the Highway Com-: mission.

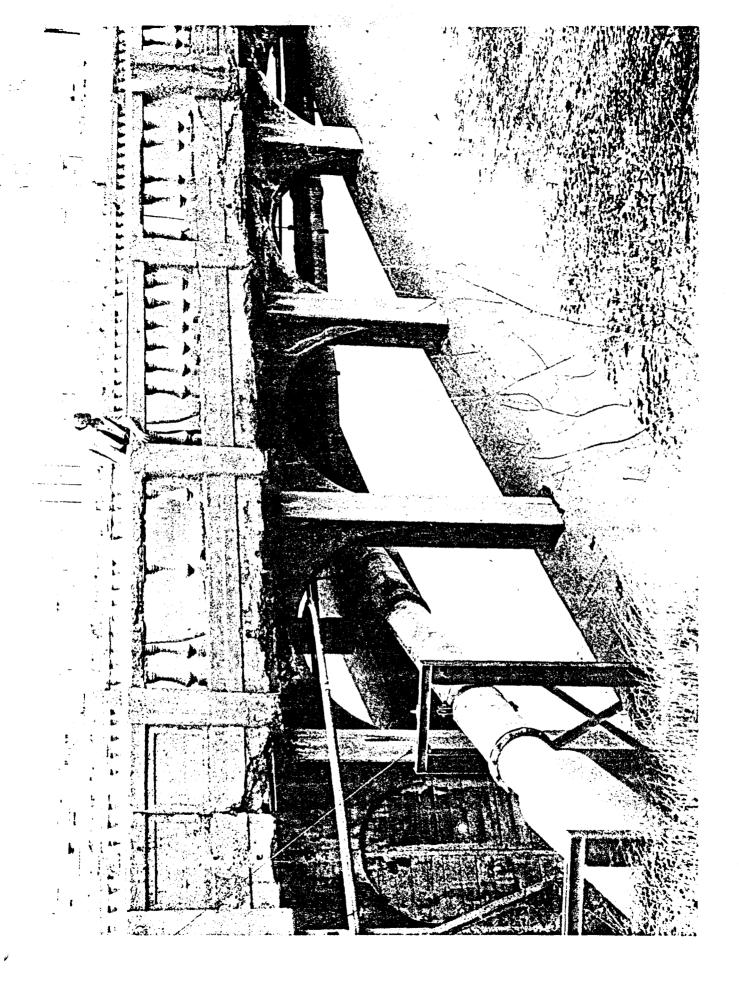
* The Tenth Street Bridge is one of the most traveled bridges in the state and should be kept open, Pistoria said

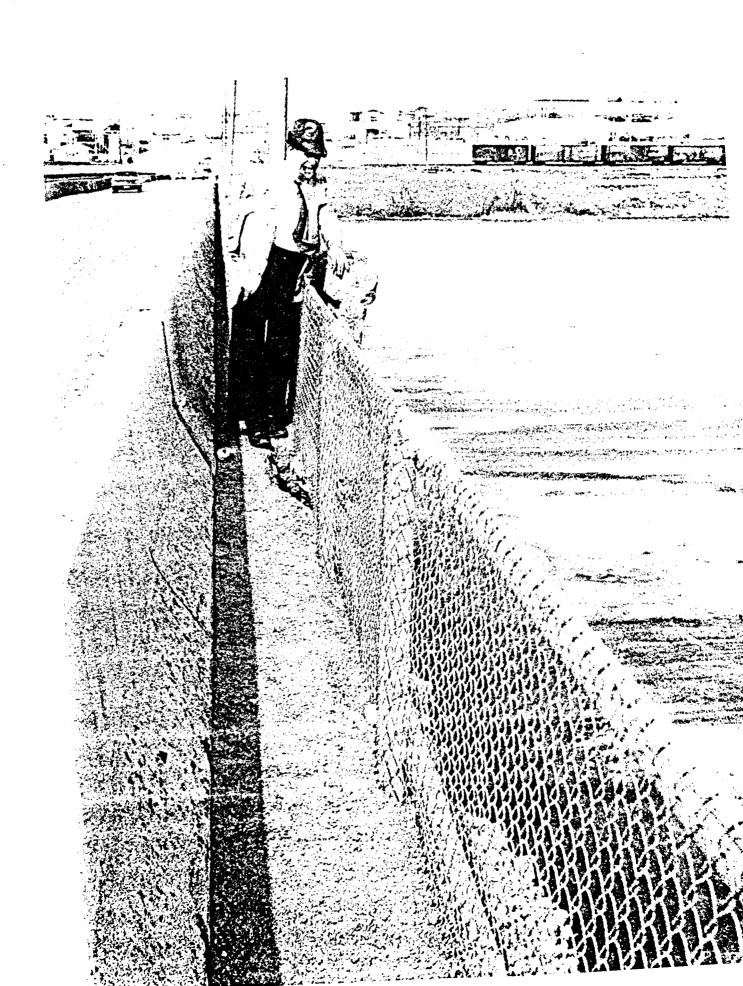
If the Highway Department succeeds in forcing city and county governments to come up with matching money for the Tenth Street Bridge, it would set a bad precedent for other highway projects around the state, Pistoria said. He said his bill would make it clear that the Legislature opposes this matching requirement.

Five other Great Falls legislators joined Pistoria as cosponsors. They are Democratic Reps. Helen O'Connell, Lloyd McCormick and Gerald Nisbet and Republican Reps. Jack Moore and Ron Miller. Also signing the bill was Rep. Francis Koehnke, D-Townsend.

FOR H.B.850









METRO/MONTANA TRIBUME

Section B

Fribune Staff Writer

heated meeting over the Tenth Street Local government leaders accused state highway officials of being "trresponsible" in a

mated \$1.5 million, he said.

City and county officials promised to take their complaints to the State to contribute \$1.5 million to help re-build the bridge. Highway Commission, claiming Great Falls has been unfairly asked bridge project Friday

Highway Department representatives denied any ill intent, but local

County Commissioner Pat Ryan termed the local contribution request an "ultimatum" that was "not being given to anyone else in the state." officials clearly were miffed.

"If the agenda is to cut us out of that bridge, it's a pretty effective way of doing it," City Manager Al

highway department's program development division, said the department has only \$3 million to spend But Bob Champion, head of the

go to three categories of bridges in the state — urban, primary and sec-ondary. The money was divided

Champion said the \$50 million will

urban bridges through 1990. Re- among the three categories based on mean hurting other projects. the square footage of deficient bridge decks in the various systems, Chamthe Tenth Street Bridge from its arches up would cost an esti-

square footage figures, urban bridges are to be given \$3 million, secondary bridges \$7.2 million and primary bridges \$40 million, Champion said If "There's a hundred other ways to do it," Champion conceded. Based on the federal money amounts to less than \$50 million, the primary bridge amount will be cut, he said. build a \$4.5 million bridge with \$3 million," Champion said. So, local "It goes without saying you can't governments were asked to come up with the extra \$1.5 million, he ex-But local leaders had plenty of ob-Commissioner Dick Gasvoda said

ative condition of the bridges should have been taken into account, possi-bly providing more money for the Local officials argued that the rel-Tenth Street Bridge.

> even scrape up \$100,000 for the project, let alone \$1.5 million. "It's so far out that the old mule

not

the city and county probably could

parceling out the money. "Again, that's one other way to do Mayor Bob Worthington said he has "sincere frustrations" that the state did not give "some logical

bitrary" at least a half-dozen times, and questioned the method used by

the state to decide how to parcel out

Local officials used the word "ar-

can't even see it," Gasvoda said.

He said local officials could ask it," Champion replied

"You can't give to one without taking from another," Champion

Johnson said the state created a rather than just paying for portions "whole new ballgame" by suggesting local contributions to projects. Tradiplete a certain number of projects, tionally, money is used to fully comof projects and secking local shares. Meanwhile,

"There's never enough money to eral government provided bridge money with the intent states "get the go around," Johnson said. The fedjob done," he said.

'holitical' considerations into account, basing choices upon "who's Ryan suggested highway officials,

might be playing a "numbers game" that will end up killing the local

local and state officials feuding over bridge

Saturday, September 22, 1984

tate developers with a "vested interest" in the new interchange. replied Tom Barnard, district engineer for the Highway Department.

County Commission Chairman Jack Whitaker termed the reference to the Billings interchange "pathet-

He and Champion noted more than once that \$15 million in bridge con-

Barnard said the city of Kalispell has contributed general city tax money by paying for some highway the last six years. "We're a river town," Johnson struction money has been pumped into Great Falls bridge projects over Mooney also rapped statements

cumstance" in the various bridge engineering and design work. Champion said the Tenth Street Bridge project is the "one unique cirthe Tenth Street Bridge if local governments cannot produce \$1.5 million

partment will not study the need for

by Champion that the Highway De-

programs. "This is the only case where the money available in a program won't bring just one bridge," he said. Mooney suggested.
"Either way, the study should be presented to the commission," Ryan

"That is irresponsible action,"

The 90-minute meeting included

"Obviously we disagree over the echanics..." Champion said. some raised voices. mechanics..."

At the meeting's close, local officials ruled out any local contribution, Johnson said officials here question Ryan asked for a single example of other localities providing local new Johnson Lane Interchange on Interstate 90 east of Billings will in-Champion said money to build a

TRIBUNE

METRO/MONTANA

10th at Bridge

By RICHARD ECKE **Fribune Staff Writer**

local leaders "maybe the only alternative" to the death of the Tenth A state official Monday offered Street Bridge project.

The rickety bridge over the Missouri River would cost \$4.5 million to rebuild, and the state Department of Highways wants a \$1.5 million local share before agreeing to any work.

Tom Barnard, district engineer for the state Department of High-ways, proposed a plan in which the city and county street and road destate roads for 25 years in exchange partments would maintain certain for the state footing the cost of re-

But Lou Fontana, a surveyor with the county road department, said the road department has more than "I'm not here to push this or any-thing like that," Barnard added, stressing that the state might not

enough work to do already. Under Barnard's plan, the city

Doing the additional work would put "quite a burden on the county." The state has better equipment and more maintenance money, he said. "The county isn't tooled up for would maintain 4.1 miles of roadway on River and Park drives between Tenth Avenue South and Fifteenth Street. The county would maintain

eral obligation bond to come up with \$1.5 million, which would mean a "token payment from every property owner." Fontana suggested floating a gen-

3.15 miles of roadway, including the that stuff," he said

new Tenth Street Bridge itself, its approaches, North River Drive from Tenth to Fifteenth Streets and Second Avenue North from Thirty-eighth

Jack Whitaker questioned whether higher taxes would be welcomed.

County officials also said county road and bridge budgets are heavily subsidized through revenue sharing, which the Reagan administration re-

"It belongs to us for 25 years," County Commissioner Pat Ryan summarized. Most officials gave no

ments would take over complete re-

sponsibility.

Barnard said the local depart-

to Fifty-seventh streets.

portedly wants to cut.
"Who determines what level of maintenance will be done?" Commis-

State makes offer on bridge rebuilding

sioner Dick Gasvoda asked. The county might have to "get by filling some potholes" when repaving might be more appropriate, he said.

would maintain the roads as they are able, although he said the Federal Highway Administration keeps an Burnard said the city and county eye on Second Avenue North mainte-

Gasvoda said the offer means the County would get a new bridge for the equivalent of about \$27,000 a year, not counting the city's costs. nance,

Officials here have resisted the idea of a local share to get the bridge

contended the Highway Department request for a local share involves a "whole new set of rules." City Manager Al Johnson Monday

FOR H.B. 850

February 1, 1985

25 cents

No. 264-100th Year

The officials' threat of legal acfederal bridge repair money drew a rebuke from a federal highway offiball, and I would suggest that in a game of hardball, you'd come out a

City-County Planning Director John Mooney read the long, sharply worded statement on behalf of the local officials that accused highway officials of not following federal

decision came after a sometimes beginning.

This follows the decision to find the Great with the Great with the Great with the Great to fall officials threatened legal action. Highway Commissioner Paul to stop distribution of the federal Foxfer of Billings still the couldn't be bridge repair money. The state extended the form the pressure to the next five years, all the control of the form of the federal funding.

The Great Falls officials believe that it is as uncertain as any federal funding. The Great Falls officials believe that the Tenth Street Bridge project first for raise the money trough additing the Tenth Street Bridge project first for raise the money trough additing the tenth street bridge project first for raise the money trough additing the tenth street bridge project first for raise the money trough additing the tenth street bridge project first for revery frip across.

commission's unanimous nated the Tenth Street Bridge at the came after a sometimes. beginning."

Tribune Capitol Bureau
HELENA — The state Highway
Commission Thursday refused to

By CHARLES S. JOHNSON

3 million in federal money to rebuild

the Tenth Street Bridge.

If the local officials miss that deadline, state highway officials may have to offer the federal bridge re-

gave Great Falls and Cascade County officials until March to raise \$1.5 million in local money to match

reconsider an earlier decision and

on local bridge contribution

State highway officials insist

Mooney questioned whether the requirements of federal Bridge Replacement and Rehabilitation Program were being met by not provid-ing the full \$4.5 million for the Tenth Street Bridge project. The intent of the program, he said, is that the worst bridges with the lowest "suffi-ciency ratings" would get the top priority for money.

they're tapped out. Foster said.

They're tapped out. Foster said.

The old ways are done. fellows.

Foster said. "Communities are rough.

To laye in do if for themselves.

But Great Falls Mayor Bob Wor-

tioned whether the matching require-

ment was discriminatory.

"It is disheartening to learn that the game rules have now been unilaterally changed in such a discriminatory manner and that Great Falls and Cascade County are the only players required to provide local

federal money from the state's anticipated \$50 million total and ques-

pair money to another city, Highway Department Director Gary Wicks said. He pledged the department's

One possible way for the city and county to meet the matching money requirement would be for them to

take over the maintenance of some state highways for a 30-year period,

reach a solution but said a decision

must be made soon.

continued cooperation in trying

percent last year to 440 mills. "If you don't think property taxes the property tax levy increased 19 thington disagreed, pointing out that

funds," they charged in a prepared statement. "The Department of Highways has fabricated an arbi-trary system of rules which elimi-

Local officials, however, weren't sure their road maintenance budgets

See BRIDGE, 2-A

tion. The combined cost of repairing HE SAID THE Tenth Street Bridge lowest regardless of system designa-\$2.1 million, which would still leave plenty of money to fund the Tenth has a sufficiency rating of 6.7, which is the lowest of all urban system bridges in the state and the fourth the three bridges rated worse is only Street Bridge project, he said.

courage you to call some people," are a problem in Great Falls, I'd en-Worthington said.

loser," he warned.

cial, Roger Scott. 'That sounds like a game of hard-

regulations for distributing money.

money is being distributed first to the urban, primary, secondary and and other systems and then allocated again by project within a system. The money should have been allocated directly to the bridges with the lowest sufficiency ratings, regardless of systems, he said.

partment and commission decided on the distribution system that they considered to be fair. They could have put all of the money into the primary system and not allocated any to the In response, Wicks said the urban system, he said

the contributions were initiated by property owners and developers who owned land adjacent to the roadway Mooney said federal regulations do not provide for a local matching requirement, but Wicks said other communities have done so in the amples cited by Wicks involved the bridge repair funds and in most cases past. But Mooney said none of the exand stood to benefit personally.

FOR H.B. 850

METRO/MONTANA

the road be paved because of "high traffic volumes, severe dust and the inability of state forces to maintain HELENA — State Rep. Paul Pisturia said Minday he believes a proposed paving, project near Great Falls is not necessary and could be a member of the state Highway Commission whose firm won the road

and The Associated Press

cars traveled on the road, which provides access to the Pretty Prairie At the time, an estimated 470 subdivision and other residences. the route.

tional traffic counts appear to have been taken since then; he believes City-County Planning Director John Mooney said Monday no addigrowth" has accurred in the traffic has remained at about the -ilingis.. same level because little

In October 1979, the Technical Advisory Committee, made up of local, state and federal transportation planners, recommended against et. Instead, it proposed that interests consider funding the project with gasoline taxes or a creation of a rural special improveusing federal interstate funds for the project. Instead, it Advisory

however, during his remarks to a legislative subcommittee on high-

michen

The state Highway Commission

in December a \$715,948 contract to Long Construction Co. of

wants the project stopped. He said onto basinessmen are interested in i madeing a court action to obtain an mighteet. He project. He would not name the businessmen,

Pistoria, a Great Falls Democrat

Billings to pave a 3.6-mile stretch of gravel frontage road along the south sale of interstate 15, from the Gore

In April 1950, it was determined t the project was eligible for fedinterstate improvement funds the Highway Department apand the Highway Department approved the program. Federal Highment district

Commissioner

Hill interchange toward Uhn.

Used Foster, Ballings, formerly of corest Falls, is an officer of Long Construction and also owns the Construction Materials gravel put and establist plant located just off the

way Administration approvals were granted in February and July last Highway Commission in February 1981 and attended his first commisoster became a member of the

Perform said he does not believe enthing tilegal has been done, but ine added, "It sure looks funny," He

houtage read in question.

est stems from his belief that the because there is an appearance of Foster said in a telephone intereven Monday that he sees no conflict of unterest, adding his company wan

mphasized, though, that his inter-

In November, the Great Falls Policy Coordinating Committee on transporation matters endorsed the project was considered incessary to provide area residents with a good, afe road and to alleviate a severe ranklin Stevaert said Monday the sion specing in April.

dust problem in the area. the contract in a free and fair com-petitive bid. He said be abstained from voting when the commission awarded the contract to his com-

December Long Construction was the low budder over Morintyre Construction Co. of Great Falls at \$551,519. Holde Construction Co. of Great Falls at \$551,519. And Construction Co. of Great Falls at \$815,529. and Konitz Contracting Inc. at \$900,001. The official state engineer's estimate had Bids for the project were let in

Paving plan said possible conflict of interest

been \$774.083.
Hilde Construction Co. headquarters is also located on the same frontage road.

Pisoria claimed there are few other bassess located on the raad, which ends at an interstate underpass and at the point where a driveway begins ann or search sy gravel pit. Foster said his trucks have not used the gravel frontage road but

amount of dust created by traffic floats onto the interstate and impairs visibility. rather the underpass leading to old U.S. 91 which runs along the north side of Interstate 15.

State Highway Director Gary Works saul he had forgotten about the existence of the old highway to Ulm and had always considered the paving of the southside road necessary. But he said he would consider Pistoria's objections and review the Pistoria said the existence of the old highway on the ordri stide makes paving the frontage road on the south stide duably unnecessary. However, Sleyaert cited the dust problem as one that made the project worth funding. He said at times, the

project: however, he said he doubted anything could be done since the contract has been award-

ment's, not the commission's.
Pistoria said that it could still be stopped since no work has yet begun, and the money could be He said that if there was any fault, it was the highway depart-

spent on a more worthy project



Road leads to controversy

A gravel frontage road along the southside of 1-15 from Gore Hill interchange toward Ulm is the subject of accusations by State Rep. Paul Pistoria of a possible conflict of interest and undecessary spending of highway funds. The photo above

was taken about 3/4 mile off the gravel road that leads to a gravel pit and asphalt plant owned by the state highway commissioner. (Tribune Photo by Steve Velaski)

The paving project was initiated in July 1879 at the request of the Department of Highway's Great Falls Division Engineer Bill Freeman, who submitted a petition requesting

TRIBUNE . Much . 11, 1942 ans to pave road proc

By CHARLES S. JOHNSON Tribune Capitol Bureau

HELENA - Despite criticism from a Great Falls legislator, the state Highway Department will proceed with a project to pave a gravel road along Interstate 15 near

Director Gary Wicks said officials re-evaluated the proposal after Rep. Paul Pistoria, D-Great Falls, questioned the need for it Monday.

After looking at the proposal again, the department firmly stands by its original decision to proceed with the project, Wicks said Wednesday.

"I'm convinced that we've got to proceed with completing that project in accordance with the contract." Wicks said in an interview.

Wicks said the project will proceed despite Pistoria's threat that some undisclosed Great Falls businessmen might sue to halt the project.

The state agency itself would risk a lawsuit if it canceled the contract without significant reason, Wicks said.

Pistoria had criticized the project as unneeded and a potential conflict of interest benefiting a member of the state Highway Commission whose firm won the road

The project involves paving a 3.6-mile stretch of gravel frontage road on the south side of Interstate 15 from the Gore Hill interchange toward Ulm.

Pistoria said Monday the project is not needed be-cause few businesses are located on the road. Besides. he said, the existence of an old highway on the north side makes paying the south frontage road unnecessary.

He also questioned the Highway Commission's decision in December to award the \$715,948 contract to Long Construction Ca., Billings.

State Highway Commissioner Paul Foster, Billings, formerly of Great Falls, is an officer of Long Construction and also owns the Northern Materials gravel pit and asphalt plant located just off the frontage road in ques-

Foster has said he sees no conflict of interest because his company won the contract in a fair competitive bid. He said he abstained from voting on the bid award.

Wicks went over the proposed project with Don Harriott, administrator of the department's Engineering Division, and Bill Freeman, supervisor of the Great Falls divsion of the department's construction section.

In disputing Pistoria's claim that the project isn't needed. Wicks cited several factors

The project enjoys strong local support, Wicks said. About 275 area residents signed a petition in 1979 complaining about the dust from the gravel road.

It was endorsed in October 1979 by the Technical Advisory Committee, made up of local, state and federal transportation planners. In November 1981, the Great Falls Policy Coordinating Committee, consisting of some local elected officials, also backed the project.

The traffic count on the road supports the need for paving, Wicks said. The latest count, taken in 1979, showed 470_cars a day using the road, which Freeman said was built in the late 1960s for 50 cars daily

"Looking at 20 years into the future, we don't see anything but growth in that area," Wicks said.

The cost of maintaining the gravel road is high because it is "a bearcat" to keep up. Wicks said.

Highway officials also are concerned about the dust problem.

As to Pistoria's suggestion that the money should be spent on another project. Wicks said the department's discretion is limited by its federal funds. The money in question must be spent on such a project, he said.

Freeman disputed Pistoria's claim that a paved road is unnecessary on the south side of Interstate 15 because the old highway, located on the north side, is already paved.

People living in a subdivision on the south side of the interstate need an access road, the Great Falls official

Marlenee, Melcher races analyzed

By PETER JOHNSON

Tribune Staff Writer

district Rep. Ron Marlenee's re-election chances this year may hinge on his ability to overcome any identification with Reagan administration farm polia Congressional Quarterly report says.

Meanwhile, Montana's "only Senate campaign so has been between Democratic incumbent John Melcher and the National Conservative Political Action Committee (NCPAC). "with the state's Republicans playing no conspicuous role at all," the magazine said.

The independent political journal analyzed the two Montana races in a special, Feb. 27, "pre-primary report" of various congressional races around the country. The analyses are based on interviews with politicians and reporters in the congressional districts.

The magazine did not analyze the House race in the western district.

In discussing Republican Marlenee's re-election chances. Congressional Quarterly put heavy weight on agricultural issues.
"Like counterparts around the country, the wheat-

growers and ranchers of eastern Montana have grown

in campaign financing and has no track record as a candidate, the article said. "But if rural Montana is in open revolt on farm issues this fall, (Lyman) could be the vehicle for a large-scale protest."

The article mentioned only in passing the other two Democratic candidates for the eastern district seat, liberal attorney Jim Tulley from Big Timber and Pat Foley, a semi-retired rancher from Columbus.

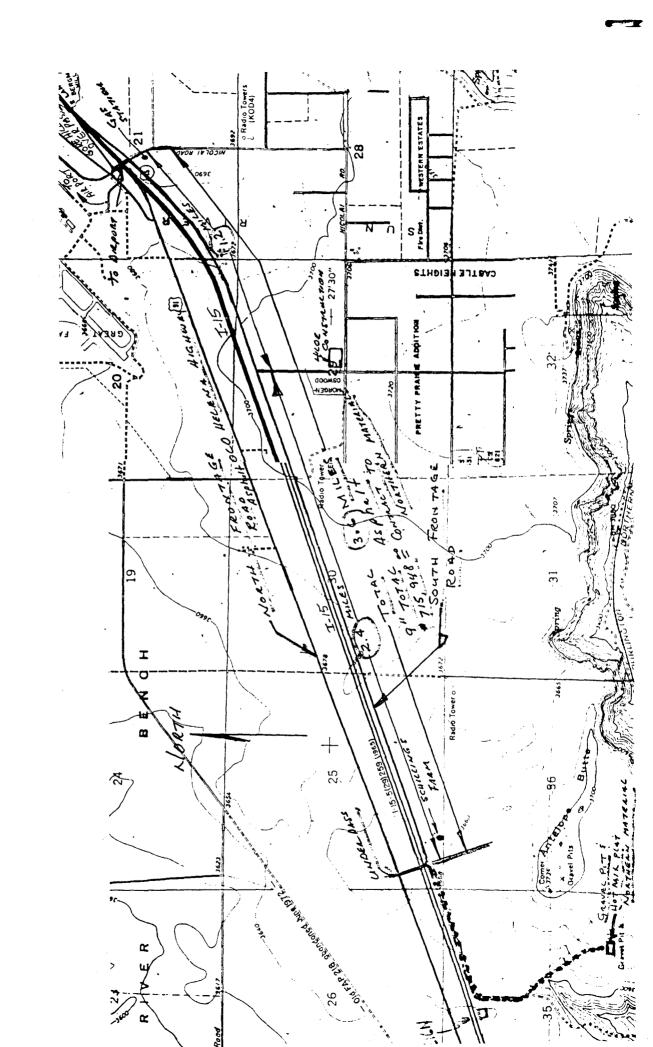
However, interviewing for the article took place before Tulley formally launched his campaign Feb. 20 in Great Falls and Billings. Both Lyman and Tulley have been campaigning full time around the district in recent weeks.

The analysis traced the running battle Melcher has had with NCPAC concerning the accuracy of charges the conservative group made against Melcher in fund-rais-

ing letters and broadcast commercials.

The effectiveness of NCPAC's anti-Melcher ads is hard to gauge, the article said, because of Montana's limited number of broadcast stations and the refusal of some stations to carry the ads.

"But many Republicans say they are pleased by the campaign so far, and some Montanans have suggested



Commission rebuffs Pistoria's charge about paving project

officials, lodged no official reaction and went on with other business. HELENA (AP) — The state High-cay Commission Wednesday pas-ively rebuffed a legislator's charge

Wicks said he will continue to view the matter and if he can find nothing wrong with the department's handling of the project, he may ask the Office of the Legislative Auditor to investigate and either X Pistoria said he takes the matter seriously and may ask for an investigation by the Federal Highway Administration. He claimed an FHA of confirm or overturn his findings. our to repeat, his previous charge at a business owned by Commissioner Paul M. Foster will be the aim beneficiary of the project longside Interstate 15 south of the nat one of its members had an nethical interest in a Great Falls contage road paving job approved y the commission in January. Rep. Paul Pistoria, D-Great

Larson told Pistoria tersely that if the lawmaker thinks he should involve the FHA, "please do."

X Pistoria said the road has too lite licial told him the case would be ex-Commission amined

ore Hill interchange: '

Highway Director Gary Wicks

isagreed with Pistoria's contention at paving of the frontage road is unecessary. DICTATOR

Pistoria and Highway Department

tract to his company.

If on the Northern Materials gravel wicks said if the traffic volume put and asphalt plant located at the the road now carries had been end of the road. Northern Materials present when 1-15 was built, the is also one of Foster's companies. is also one of Foster's companies. I frontage road would have been K Foster, who did not comment; paved then He said it clearly qualiduring the commission meeting lies now for paving.

Wednesday, previously denied a con- X Pistoria challenged the accuracy the traffic to justify the \$714,948 con tract awarded Jan. 8 to Long Construction Co., owned by Foster. He argued its primary usefulness will Foster, ... the

Pistoria also questioned the decision to cover the gravel road with mine inches of asphalt, when the normal malf informers is three or four of the department's traffic count, saying the sparse development along the road could not possibly have produced the figures cited by Wicks. tlict of interest. He said the project began before he was on the commission and official minutes show he did not vote on the award of the con-

engincer the project and extra strength was built in to fit soil conditions, "loading" projections and the environment.

Wicks said the road was designed to meet the needs of the area for the next 20 years and it would have been unwise to build only to accommo... date today's traffic. 0

Don Harriott, administrator of M Wicks submitted a public petition the Engineering Division, said norwith 275 signatures backing the project mal design standards were used to ect. ΔM R

Montana today

hree trustees to be elected in Havre

HAVRE — Voters here will elect three trustees and vote on special levies sesday. Incumbent Virginia Pasma is running unopposed for one seat on a board. Newcomer Fred W. Miller also is unopposed for another position. ne only race will be for the outlying district seat, where Nancy Peterson is

Voters are being asked to approve special levies of \$593,000 in the high mool and \$930,000 in the elementary district. The totals are nearly the time as a year ago, according to Superintendent Russ Carlson. posed by Neil Keller.

Medical equipment drive begins

WOLF POINT — A drive is under way here to raise funds for equipment or three medical programs in the community. Memberships of \$100 are sing sold, with proceeds going to equipment for Trinity Hospital, the local mobulance service and unsing home. Gov. and Mrs. Ted Schwinden were nong early contributed. Yembership will reach 150 this month, according

IT STARTS TODAY! PRE-EASTER





Every suit and sport coat in our entire stock is on sale! Your opportunity for big savings on top quality, famous brand clothing for men. Sizes 36 to 50 regular, long, extra long and shorts. Come early for

Chairman of highway panel page plans to leave post in April

Tribune Capitol Bureau

HELENA — Baxter Larson of Wolf Point has resigned as chairman of the Montana Highway Commission effective in April.

Larson, who has served on the fivemember commission since April 1975, hand-delivered his letter of resignation to Gov. Ted Schwinden Feb. 2. In his brief letter Larson said he was resigning for personal reasons but didn't elaborate.

There had been no public an-

There had been no public announcement of the resignation and Larson declined to discuss it with the Tribune.

"I have nothing to say," the Wolf

Point attorney said when asked if he f Wolf was resigning.

Larson is a long-time associate of Schwinden, who also is from Wolf Point.

"I was extremely disappointed to receive the resignation of someone who has distinguished himself so well for so many years on the Highway Commission," Schwinden said.

Larson's term would have expired Jan. 1, 1983. The five highway commissioners are appointed to staggered four-year terms. Each commissoner must be from one of the separate highway districts.

) ISSI lighway (eaves Var

LIVINGSTON (AP) — John Sulli- letter of resignation to Schwinden van has resigned as a member of the lalso cited personal reasons for his Montana Highway Commission, say resignation. ing he was frustrated by its lack of the commission seems to have a authority.

Sullivan, editor and publisher of significant role in the direction of the pointed to the five-member board by even though it lost control of the Gov. Ted Schwinden in January 1981, agency years ago under executive The Livingston Enterprise, was ap- Highway Department," Sullivan said, for a four-year term.

Sullivan said Thursday that his

He said that when he joined the

reorganization.

he said, in hopes the Legislature commission "it was absolutely nothing more than a rubber stamp for de-partment decisions." He stayed on, would give it more authority. reputation for having some real and

The Legislature attempted to do partment of Highways, as a practical matter, still controls the priorities thority to set priorities on constructhis by giving the commission the aution projects, he said. But the De-

because of the technical engineering and financing issues that are involved, he said

Sullivan said he also was led to understand that the commission was supposed to act as an intermediary between the public and the Highway Department's professional staff

"Yet, we really don't have any aumost of the department's decisions," Sullivan said. "I found myself in betrying to defend both sides against each other and not really being effective in getting any synthesis accomthority to bring about any changes in plished."

ence is needed and your actions are den said that "If you accept a posi-Sullivan said his letter to Schwin tion of community service you really ought to have some feeling your pres

"I didn't, so I determined I ought to take my community service time

Sullivan said he doesn't believe the commission "will attract a lot of interested membership" until structure is changed

FOR H.B.850



April 2, 1982

Reid-Flur-april 8th/982

Representative Paul Pistoria Great Falls, Montana 59401

Sir:

I applaud your efforts to make the Highway Commission answer for their actions and urge you to continue your pursuit of this matter until satisfaction is realized.

This situation clearly puts into focus the self gratification of Highway Commission members that the Montana taxpayers have quietly witnessed over the years. It is indeed a sad commentary when a commission that is supposed to serve the public interest not only disregards that interest but also totally rebuffs an elected public offical who questions their actions. All at a time when the entire state highway system is in need of extensive repair and maintenance and tax dollars are not sufficient to meet those needs.

Only truly concerned public officals such as yourself can bring this commission under control. I would hope that others that serve with you will rise to the call for accountability and stand by your side.

Sincerely.

Warren H. Knoll

Exhibit #4 3-13-85 HB 850

2421 Central Avenue Great Falls, Montana November 28, 1971

Mr. J. R. Beckert Assistant of State Highway Engineering State Highway Commission Helena, Montana

Dear Mr. Beckert:

I attended the Montana State Highway hearing of November 18, 1971 at the Great Falls Civic Center, explaining the four (4) alternatives on proposals Al. Cl. D and Dl and the approximate costs for each proposal for a new bridge across the Missouri River. Due to the bad conditions of the present 10th Street North bridge, a new bridge should be constructed as soon as possible.

You should all be complimented very highly for the way all the proposals were explained... the advantages, the problems, the approximate costs, the funds available and the delay in the projects from funds by accepting certain proposals. Also by accepting a certain proposal, the project could begin a lot sooner than others with less cost.

I must say you were especially specific and honest without showing any partiality in explaining the funds available for all the new bridge proposals, Al - 6th Stroet over Squaw Island at approximately \$6,000,000 plus - Cl and B at approximately \$5,000,000 each and Dl replacing the present 10th Street North bridge for approximately \$4,088,000. You explained by accepting the D-1 proposal, replacing the present 10th Street North bridge now, this project could start by the year 1973. You stated that probably Dl proposal may be logical to consider at this time because of the lack of funds and the cost being approximately \$2,000,000 less to construct than plan Al.

I must say Cl and I proposals should not be considered. You more or less described the disadvantages in these two (2) proposals and I doubt if any of these will be accepted. The sentiment shown by the people who were there ruled out these two (2) proposals. I know after listening to the people that talked at the hearing that the Al - 6th Street North squaw Island bridge proposal was favored even though it would cost over \$6,000,000 but, my feeling is we shouldn't let sympathy or chotionalism affect the location of the new bridge. Most of the people that talked, lived in the North Riverview area, and did favor this plan.

I appreciated your thorough explanation of the funds available and your remarks about the D-1 proposal replacing the present 10th Street North bridge. You stated it would be more feasible at this time because the cost would be approximately \$4,088,000 and the project could start by the year 1973.

Party

You mentioned that if we accept the Al - 6th Street North Squaw Island proposal at a cost of over \$6,000,000, this plan would not start until the year 1975 and this project would use up all the funds and delay future projects in this area as the 1st Avenue North bridge, the 6th Street S. W. bridge and other projects for a period of probably 10 years.

I must advocate accepting plan D-1 replacing the present 10th Street Morth bridge in order to have funds available for the other projects in the near future. You convinced me and many others who attended the hearing and who didn't speak up, that their preference leaned toward the D-1 plan. This plan would not in any way affect the present set-up at Phillips Petroleum, the north road to Havre, Montana, the Smelter Avenue intersection to Black Eagle and North Riverview area west. I admire your plain talk and the way you expressed the money saving and the wonderful job you are doing for the State of Montana.

I have lived in Great Falls for the past 45 years and I was involved in several civic affairs. I am a 40 year retired employer of the Montana Power Company, the last 16 years as Great Falls Assistant Division Superintendent. Also, during this period, I had the opportunity to work with many of your fine employees here in Great Falls.

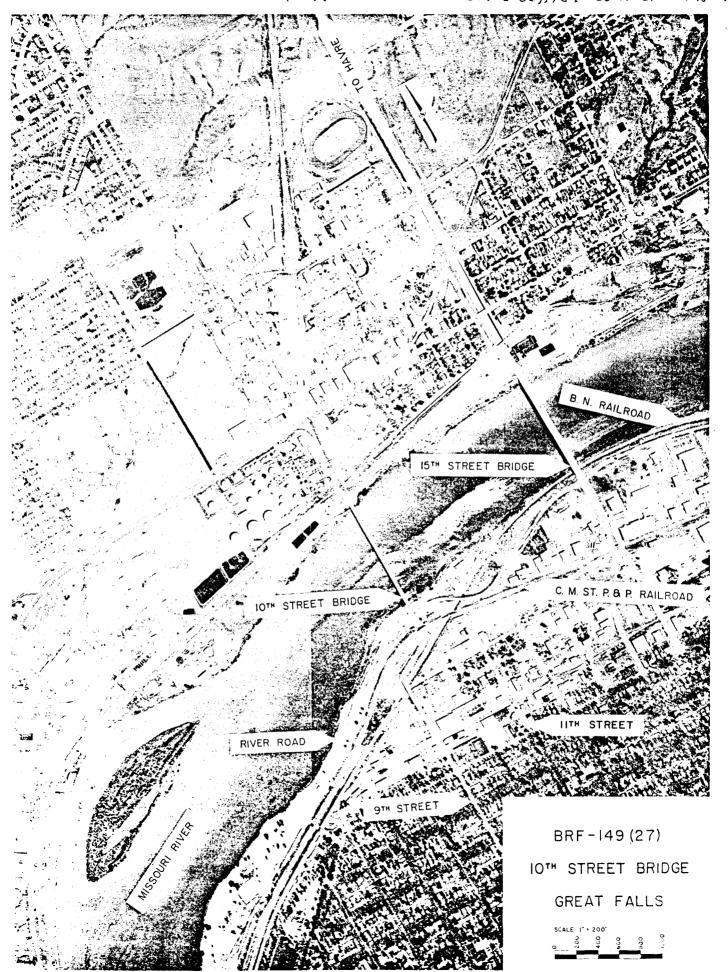
I again advocate accepting the D-1 plan replacing the present 10th Street North bridge and also because of obstructing less property.

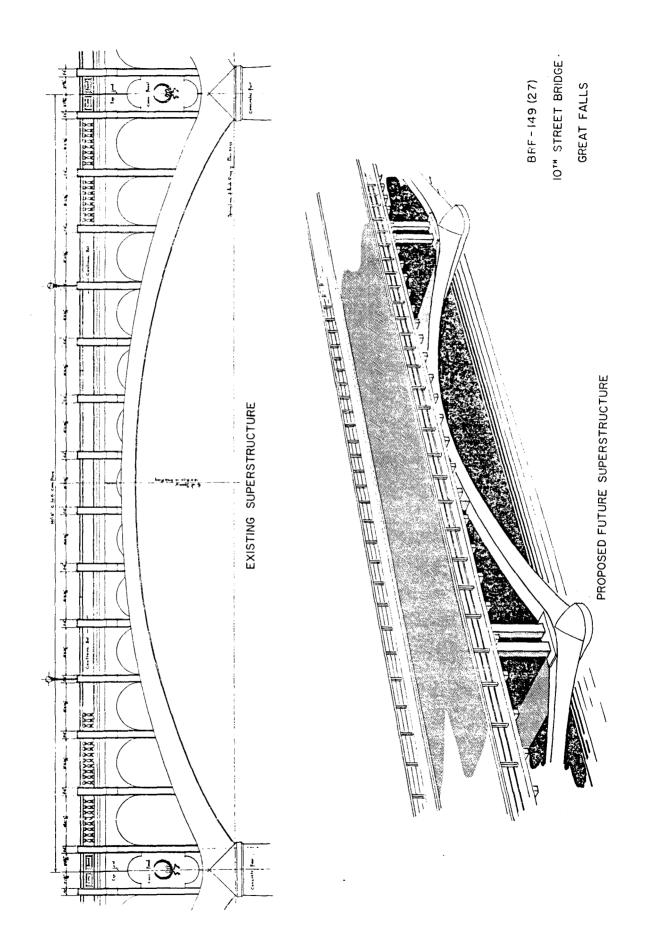
Thank you for your well explained costs and your leaning to proposal D-1 due to the funds available also the delay involved in starting the other different projects.

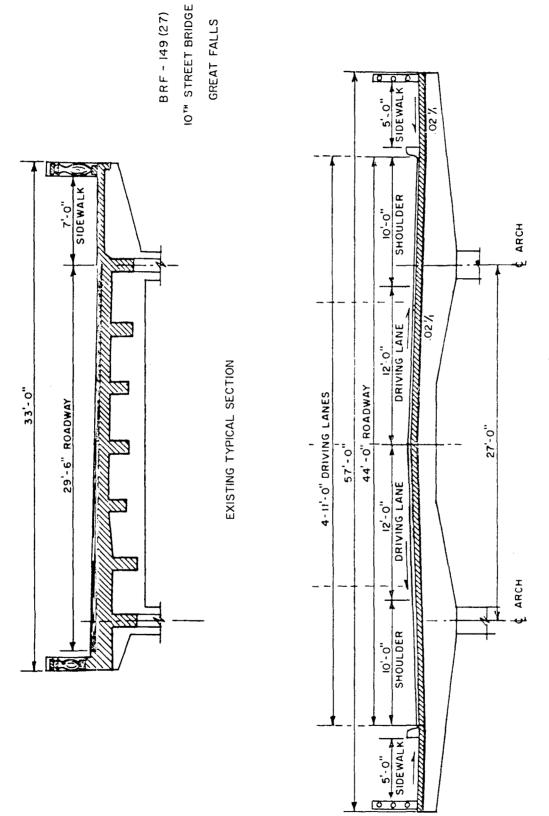
Sincerely yours,

PAUL G. PISTORIA

REDECKING OF THE 10 TO ST. NO. BRIDGE AT THE CIVIC CENTER COUNCIL CHAMBER







PROPOSED FUTURE TYPICAL SECTION

PUBLIC NOTICE FACTS YOU SHOULD KNOW ABOUT THE 10TH ST. BRIDGE

COST-

It will cost more <u>not</u> to repair the 10th St. Bridge than to repair it!

TRIBUNE SUN-MAR. 16. Page 6.

- 1. Utilities must be moved.
- 2. City sewer line must be moved.
- 3. Complete removal of bridge structure.
 (Necessary under new codes)
- 4. Improvements of areas intersecting at North and South end of 15th St. Bridge.

Repairs on the 10th St. Bridge could begin and be completed in a relatively short time. Any new bridge construction has been estimated at 8 to 10 years.

PRIORITY—

It has been publicly stated that the repair of the 10th St. Bridge will in no way detract from funds for or interfere with any future bridge construction.

DANGER-

The 15th St. Bridge needs repair. Present plans are for closure of one side for this repair which will limit traffic to one lane North and one lane South. If these lanes were closed by an accident, all North-South traffic would be stopped.

Petitions are being circulated requesting the repair of the 10th St. Bridge. If you haven't signed, please do so! Or sign this coupon and mail to Box 2067, Great Falls.

	FAVOR	 	 BRIDGE	REPAIR
Name .		 	 	
Address		 	 •	

This Ad Sponsored by "DON'T GIVE UP THE BRIDGE"
ORGANIZATION

State blamed for closing TRIBUNE - FRI - APRIL 4, 1975

the city. The Montana Department of ighways is solcly responsible and reonened as quickly as possible, City Commissioner Don Ostrem said in a prepared Bridge and the city commisor closure of the Tenth Street sion wants the facility repaired

Ostrem's statement said in stalement Thursday.

myself) very much favor copening the Tenth Street "The point now is that I, as a ty commissioner, am coninually quoted as being gainst opening the Tenth Street Bridge. I must state very positively that the city art: FULS WAS TRIES commission and certainly

Tenth Street Bridge could be Bridge. The state closed it, not "Additionally, the city's master traffic and bridge plan management staff and the ruffic engineer. What I oppose ncludes the Tenth Street Bridge as a two-lane light of that and so are the city raffic structure. I am in favor

edecking, which in essence 3ridge without proper south end approaches which might meaning a \$5 million four-lane reopening of the bridge - and neans a new Tenth Street a special interest group talking about repair and cost another \$5 million.

"I strongly suspect that the

ies. These bridges also serve he Fairgrounds and the ower Squaw Island Riverproposed multi-purpose center structure at perhaps less than million and still have the side access to downtown as well as a new First Avenue North Bridge as first prioririew-Valley View-Northwest "Please put the blame where ing its closure politically to orce the expansive multiit belongs. The state closed the bridge and the city would very copened as a two-lane structure. The city and every citizen's group and oridges agree on the local reopened now if the state highway officials were not usmuch appreciate it being committee that have studied repaired - not reconstructed anillion-dollar redeck project.

"Again, I am sure the cibridges in proper perspective treet Bridge. I hope it can be izens will consider these and understand that the city gainst reopening the Tenth covernment certainly is not reopened tomorrow." equirements. anes on Tenth Street when it is possible to repair the two-lane he money spent putting four priorities. We don't want all of

Our readers opinions

Bridge re-decking urged

We believe that we must speak out on the issue of the 10th Street bridge.

It has become apparent to us that the mayor and the city commission are ignoring the majority wishes of the people of Great Falls, and rejecting basic common sense in their hard-nosed refusal to repair and re-open the 10th Street bridge.

In doing so, the commission has rejected not only the wishes of the people, but also the advice and recommendations of (1) the county commissioners; (2) the Federal Highway Administration; and (3) the Montana Highway Department. It has, for all practical purposes, abandoned the community areas and business concerns that have traditionally depended on the access provided by the 10th Street bridge. And it has abandoned its responsibility to use federal-aid funds and existing municipal facilities to the best advantage of the people of Great Falls.

The so-called "Squaw Island alternative" bridge — favored by the commission — is really no alternative at all to that part of the city that needs immediate access to the 10th Street bridge.

First, the new bridge could not be completed for 8-10 years. Second, the cost (including inflationary increases over the course of construction) of a new bridge versus the cost of re-decking the 10th Street bridge is certainly no attractive alternative. Third, when you throw in the fact that the benefits of repairing the 10th Street bridge would be immediate and tangible, versus the still undetermined

benefits (if there are any) of building the Squaw Island bridge, we must reject the notion that the new bridge is a common sense alternative to re-decking.

We strongly urge the commission to reconsider its position, and that the Policy Coordinating Committee move the redecking of the 10th Street bridge up in their list of priorities.

Visionary, pie-in-the-sky construction projects may be interesting things for the commission to toy with, but we elected them to meet the immediate and real needs of the people of Great Falls in the most practical and economical manner possible. If they cannot, then the next construction project ought to be the building of a new city commission.

REP. HELEN O'CONNELL, Dist. 34 REP. DUANE McFADDEN, Dist. 39 IKIDUKE->H |-ITPKIL D, 14 15 YAGE

bridge situation

Tribune Capitol Bureau

Bridge depends on recommencommittees, according to the state highway engineering chief, Jack Beckert.

The state is not authorized to proceed without the recommendations of the Great Falls Technical Advisory Committee and the Policy Coordinating Committee, says Beckert.

Beckert says the highway department is awaiting a recommendation of the technical committee on whether to patch or redeck the controversial bridge. That recommendation must then go to the policy committee.

The next meeting of the technical committee is set for 10:30 Thursday at the Civic Center. Beckert says he doesn't know if a recommendation will come at that meet-

City Commissioner Don Ostrem said in a statement Thursday that he suspects the state is keeping the bridge closed in order to "force the multimillion-dollar redeck project.'

He said the city commission wants the bridge reopened "as a two-lane repaired-not constructed-structure."

"I hope it can be reopened tomorrow," said Ostrem.

The two local highway committees were created several years ago formal bν agreement between the state, city, county, and City-County Planning Board. The technical committee is composed primarily of technical people, including the city engineer, the public works director, the city traffic engineer, the highway department's planning bureau chief and Great Falls division engineer, and the. Federal Highway Administration's planning engineer. Others include representatives of the railroads, the City-County Health Department, and the area engineer at Malmstrom AFB. A citizens advisory committee which is supposedly representative of the community meets with the committee at times.

runs the transportation plan- right now is to reach ning process of the Great Falls agreement on the First Avenue

chairman, the planning board HELENA - Further action chairman, Beckert of the on Great Falls' Tenth Street highway department, and the division engineer of the dations of two local highway Federal Highway Administra-

> In tracing the history of the Tenth Street Bridge controversy, Beckert recalls that the two local committees first recommended replacing the decking, but after public hearings the technical committee would no longer endorse the project. "This is when the highway department quit work on the project, because we weren't authorized to proceed," says Beckert.

> "We might have been able to bull our way through, but we weren't about to try to fight the local interests. So we just stopped. Now quite a few people are a little bit unhappy about that bridge being closed.

"And we had to rebuild it or close it."

Beckert says the bridge supports-the piers and arches - are "okay."

But core samplings taken last fall after the bridge was closed indicate "a very advanced stage of disintegration in portions of the deck, says Beckert.

The state of the railings can be determined by visual inspection, he says. "Look at the railings and contemplate what would happen to you if you were involved in a minor collision on the bridge. There's no railing that would hold you on the deck. You might not fall through the deck, but unless you can swim you might be in trouble."

Beckert says that there is a little question as to whether the petitions presented to the technical committee Tuesday were in support of redecking or patching, but he believes that "most of the petitioners were signing for what they thought was a patch job."

Beckert said he doesn't think the argument is over whether to redeck to two or four lanes, because a four-lane deck would cost only 20 to 25 per cent more than two lanes.

Beckert says the highway department is "very concerned about traffic in Great The policy committee, which Falls." And the main concern Joeth Dela

replacement

A plan calling for construction of a new four-lane bridge on the current supporting structures of the Tenth Street Bridge will receive airing at a Great Falls meeting Thursday.

James T. Sullivan, division engineer for the Montana Department of Highways, said the plan will be presented to the Technical Advisory Committee at 10 a.m. in the Commission chambers in the Civic Center.

He discussed the new plan and the meeting in commenting on federal action designating the Great Falls structure as one of 61 in the western section of the nation as obsolete and approved for replacement. The designation was announced in an Associated Press report.

Sullivan said investigation has proved that the arches and support structure for the Tenth Street Bridge are in good condition. Thus replacement for an estimated \$2,271,000 is

The federal government pays 75 per cent of the cost for replacement of such a structure but will contribute nothing toward approaches. The earlier proposed Squaw Island bridge would have required expensive approaches.

enstruction could be under way in a minimum of 1.5 years if various agencies from the local planning bodies to ther Montana Highway Commission approve the plans after Laul & Resterie

appropriate hearings.

465- LIVER CIP LIVESBY & COUK POST OBE PARK BDY TRIBUNE - SHT - APRIL 12, 1975, 796E 13,

Solons challenge statement

Three Cascade County dicated the bridge could "be members of the State House of reopened now if the state Representatives have taken exception to a Great Falls city commissioner's view that the state is to blame for the prolonged closure of the Tenth Street Bridge.

by Commissioner Donald L. Reps. Helen O'Connell, Jack Moore and Joe Tropila signed a letter addressed to the Great Falls commission, challenging statements recently published

Ostrem said the state was responsible for closing the

ing its closure politically to me force the expansive multi- deminished project.", si million-dollar redeck project.", si The three said they had C visited with Jack Beckert, A highway officials were not usreceived a differing view of the DeVine of the Montana Department of Highways and Kologi and Paul Stephen

ponsibility for keeping the structure closed is a local is-That the state closed the bridge for safety reasons is a fact, the letter states, but res-

"... the question of repair- the "city commission really, ng or redecking the bridge is got the ball rolling against us," the bridge." reopened now if the state ing or redecking the bridge is matter of priorities, to be decided by the city commission, the Policy Coordinating Committee and the Technical Advisory Committee . . ." the highway officials told the primarily a local one and a

mission ever makes up its mind as to exactly what it A willingness to begin almost immediately with design "when-and if-the city comexpressed, legislators. Work

hearing on the project held, at which "little opposition was The highway department told the three representatives that design for redecking had been under way and a public

according to one official, that It was following the hearing,

nighway department was further highway department. This so many different versions of Traffic Engineer (Robert) Livesay's pre-dream floating around that the department scarcely knows from one day without proper south end parks, moving railroad tracks approaches which might cost to the other side of the river, new bridges and riverfront favor. The one we saw was a far-fetched plan that would in-The department was further light traffic structure. He said far-fetched plan that would in-he opposed a "special interest" volve relocating all the industries on the east side of the Missouri, building a beltway, layor and which one is out of to the next which one is approaches which might cost another \$5 million." and we let the thing drop. Since that time, we have had no further encouragement-from them as to the future of bridge plan called for Tenth Street Bridge as a two-lane. that the city master traffic and group talking about repair and reopening of the bridge as a \$5 In his letter, Ostrem said million, four-lane bridge

have no quarrel with a two-

"We suggest that the city buck and engaging, in word engineers, a simple patch job commission stop passing the

The city commission has ob-

t- department charged. to what we have now," the let-

lane bridge with a flagman at retention of the bridge a lane concept. "In fact, a one-i viously not made repair and each end would be preferable, priority item, the highway egislators that it favors redecking over patching because in the opinion of their

nother \$5 million." and several other pie-in-the-Highway officials said they sky ideas."

The department also told the

take immediate action to implement what they say they favor," the representatives said in closing their letter. battles in this matter

Agreeable plans first priority for bridges

By WAYNE ARNST ribune Staff Writer

to formulate aggreeable plans about what the city and county Great Falls bridge problems is want to do with the bridges, The first priority in gaining unds to begin resolution of

But the state, city-county labilished as follows:
planners and citizen action 1. Subpriority No. 1 shall be
groups often appear at odds. Frepair of the Tenth Stone apparently believe there Bridge to attempt to meet the
should be more investigation; following
general
before any plan is approached. Tequirements:

Others say that a general plant, a) Repair to meet state is necessary before further flability requirements to investigation is possible. In the remain on the State Highway meantime Great Falls bridges. System and Federal Aid Sys.

During the Friday TAC of 8,000 lbs. GVW; meeting a "Transportation

formal agreement between the state, city, county and City Xt). Cost approximately County Planning Board and \$50,000 but not more than \$1 the state is not authorized to million. If the project will proceed without the recom- develop to a cost of more than mendations of the two, ac- \$1 million, additional action cording to state highway en. must be taken by the PCC. gineering chief Jack Beckert.

2. Subpriority No. 2 shall be The motion to PCC regard- to continue proceeding to the preliminary engineering and a) Central Avenue West other necessary preliminary work on the: extent according to state Department ing bridge priorities recomof Highways officials during a mends that the Major Project

Great Falls Technical Ad. Construction Priority List visory Committee (TAC) regarding Missouri River meeting Friday.

Bridges have subpriorities es-

First Avenue North Bridge; b) The Northwest Bypass or Squaw Island Bridge; and, c) An additional Warden

as close as possible to the bid

letting stage in the event funding becomes available.

Bridge structure. "This is intended to have a bridge project Within a matter of months and at such time the evaluation of

the new transportation concept is completed, further recom-

the point where action must be to b) Be repaired to allow taken soon vehicles with maximum load

Master Plan" was resubmitted designed service life. and a motion regarding bridge (4) Have the structure priorities was approved for repaired and in service within c) Have at least a 15 year

submission to the Policy Coor- calendar year 1975, if possible, dinating Committee (PCC). (as an emergency project, The two committees were funding may be utilized if created eeveral years ago by . necessary from priority No. 1, Sixth St. SW - North Section);

communications to present a unanimous community posi-

The "Transportution Master a sub-committee to work on Plan" listing goals and objec- the transportation concept in tives as essential tools in a effort to speed the planning developing a successful transporters. The sub-committee portation plan and recom- will include John Mooney, actmends the following goals: ing director City-County Plan. I) Maximize mobility of ning Board; Arthur Rusth,

2) Enhance the urban enpeople and goods. vironment.

possible

division roadmaster, Burling-

Chicago, Milwaukee, St. Paul and Pacific Railroad; Robert Livesay, city traffic engineer; and James Sullivan, super-

superintendent ton Northern; H. J. Mahoncy

assistant

The plan calls for objectives under goal one to include: 1) Minimize travel time; 2) Minimize travel cost; 3) Provide adequate system capacity; 4) Provide adequate system safety; 5) Provide adoquate system reliability; and 6) Provide total system continuity.

include: 1) Provide for equitaand recreation; 2) Foster a ies; 3) Minimize community ole distribution of local accesfor employment, health, education, commerce, destrable arrangement of land use and transportation facili-Objectives under goal two recommended by

mendations will be forthcoming from TAC to PCC regarding bridge subpriorities."

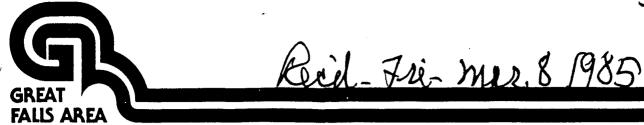
mended that PCC have 'prepared for submission to

In addition TAC recom-

the appropriate State and Na-

portation concept will have on tion and to request extraor-disruption; and 4) Minimize visor, division construction. The subcommittee is to days on what effect the transfinary funding for Missouri air, noise and site pollution. Section, Montana Dept. of report back to TAC within 80 portation concept will have on River bridges."

Exhibit #5 3-13-85 HB 850



CHAMDER OF COMMERCE

P.O. BOX 2127 926 CENTRAL AVENUE GREAT FALLS, MONTANA 59403 (406) 761-4434

This is Good

March 7, 1985

To: House Appropriations Committee

From: Roger W. Young, President

Subject: 10TH STREET BRIDGE HB 850 (PISTORIA)

The Great Falls Area Chamber of Commerce supports legislation introduced by Rep. Paul Pistoria (HB 850) to appropriate \$1.5 million in state gasoline taxes for use in constructing a new bridge over the Missouri River at 10th Street North in Great Falls.

This bridge is very important to Great Falls and the surrounding area. It is currently in very bad physical condition; (it has the worst sufficiency rating of any urban bridge in the state). Unless it is replaced or rebuilt soon it will face possible closure. The resultant hardship would be significant. The nearby 15th Street Bridge's approaches and feeder streets cannot handle the additional traffic safely or efficiently.

Replacement of the bridge has been estimated to cost \$4.5 million. The Montana Department of Highways has, however, allocated only \$3 million and has asked the local community to come up with a \$1.5 million local match. This requirement for a local match is unprecedented. It establishes a new precedent which should be viewed as a threat to every other city and county in the state. If they can require a match of Great Falls, they must require it of others too. Great Falls and Cascade County will have a difficult, if not impossible, time coming up with the match required; nobody has \$1.5 million just lying around these days.

Supplemental funding made possible by the 5¢ federal and state gasoline taxes adopted in the 1983 session, according to Rep. Pistoria, appear to be an appropriate expenditure. Please give HB 850 your favorable consideration.

cc: Cascade County Delegation

THE RISING FALLS

An Official Publication

FALLS AREA

CHAMBER OF COMMERCE

(406) 761-4434

P.O. Box 2127

926 Central Avenue

Great Falls, MT 59403

101. 9, No. 17 Kind - Ad - Tity 16 1995

Feb. 18, 1985

H. K. 950

Local Business Funding for Bridge Urged

The Montana Highway Commission turned a deaf ear on an argument presented to it recently by a delegation consisting of the Great Falls Area Chamber of Commerce, the City of Great Falls, and Cascade County, which argued that the 10th Street North bridge should be rebuilt, and its entire cost paid for by Federal bridge replacement funds.

Highway Commissioner Milan Foster (Long Construction, Billings) insisted that the Highway Department has only \$3 million available to devote to the \$4.5 million project and he insisted that some matching fund arrangement is necessary, or else the bridge could be closed.

Foster challenged the Great Falls business community, which depends on the bridge, to develop some creative means to pay for it. Foster, a principal with United Materials in Great Falls, said his business is willing to contribute cash for the project, or to help

establish a bridge-neighborhood SID to pay for it. He thinks other business interests could and would do likewise.

Mayor Bob Worthington countered that Great Falls businesses are already strapped with a heavy property tax load. City and county officials have argued that the \$3 million limit imposed by the State is the result of an arbitrary formula which should be modified.

The 10th Street Bridge is the highest priority urban oridge in the State. A bridge qualifies for funding if it has a "sufficiency rating" of 50. The 10th Street Bridge is given a rating of 6.7.

Government officials also argue that Great Falls is being singled out as the only community asked to contribute a local match. Projects on the secondary or primary system and other urban projects are not. If Great Falls is to come up with a local match, all of the projects should, they insist.

Regional Resource Centers Favored

The Great Falls Area Chamber of Commerce Board of Directors voted unanimously recently to support a recommendation of the Montana Department of Social and Rehabilitation Services to have the Legislature authorize and fund the development of regional

Office Products Show Set

We are pleased to announce the Great Falls Office Products and Computer Expo will be held March 13 and 14, 1985 at the Heritage Inn. According to the show's promoters, International Trade Shows, this will be a "selling" trade show—a major showcase of goods and services relating to business or office environment.

This company recently held a very successful show at the Billings Ramada Inn.

For more information if you're interested in being an exhibitor call 1-800-347-9755 Ext. 10.

resource centers as a model for providing community based services for Montana's currently institutionalized population.

The Chamber said Great Falls has had extensive experience in such group home environments and day care facilities to accommodate the developmentally disabled. The Easter Seal Adult Training Center in Great Falls is "a pioneer with a great record of achievement and accomplishment in this field".

The Legislature should locate the first of such regional resource centers in Great Falls. The Chamber argues "the community is of sufficient size to accommodate this facility and has the necessary ancillary medical and professional services so important to quality care".

The Chamber encouraged the Northern Rocky Mountain Easter Seal Society headquartered in Great Falls, to initiate a coordinated approach with other local agencies looking toward the development of a regional resource center in

Exhibit #6 3-13-85 HB 850

GREAT FALLS CITY-COUNTY PLANNING BOARD

SERVING THE COUNTY OF CASCADE AND THE CITY OF GREAT FALLS, MONTANA

February 15, 1985

Rich-wed. Feb. 20, 1953 for H. B. 350

Mr. Paul Pistoria, Rep. Cascade County Capitol Station Helena, Montana 59620

Dear Paul:

This letter and the enclosure are provided concerning funding to rehabilitate the 10th Street North Bridge.

Since you were not able to attend the Great Falls/Cascade County presentation to the Montana Highway Commission on January 31, 1985, we have enclosed for you a copy of the prepared statement as presented. This statement may contain some information which is of use to you.

We would like to thank you for your continued interest in, and support for, funding the Bridge rehabilitation. If our staff can be of any assistance to you concerning House Bill 850, please contact me.

Sincerely.

John Mooney

Director

JM/j

Encl:

cc: Pat Ryan, County Commissioner

Rec'l-wel- Feb 20, 1985

Paul H. H. B. 850

CITY OF GREAT FALLS/CASCADE COUNTY PRESENTATION
TO THE MONTANA STATE HIGHWAY COMMISSION
ON FUNDING FOR RECONSTRUCTION OF THE
10TH STREET NORTH BRIDGE
January 31, 1985

THANK YOU FOR ALLOWING US TO ADDRESS THE 10TH STREET NORTH BRIDGE ISSUE

IT IS WITH DEEP CONCERN THAT CASCADE COUNTY AND THE CITY OF GREAT FALLS
JOINTLY ADDRESS THE COMMISSION. A NUMBER OF ISSUES HAVE DEVELOPED RECENTLY
REGARDING THE PROPOSED RECONSTRUCTION OF THE 10TH STREET NORTH BRIDGE AND THE
FEDERAL BRIDGE REPLACEMENT AND REHABILITATION PROGRAM (BRR) FUNDS PROPOSED
FOR THE 10TH STREET BRIDGE PROJECT. OUR INITIAL COMMENTS WILL BE PRESENTED
FROM A PREPARED STATEMENT. AT THE END OF THE STATEMENT, EACH OF THE HIGHWAY
COMMISSIONERS WILL BE PROVIDED A PRINTED COPY OF THE STATEMENT.

IT IS OUR UNDERSTANDING THE COMMISSION QUESTIONS THE EQUITABILITY OF PROVIDING BRR FUNDS TO GREAT FALLS AND CASCADE COUNTY IN VIEW OF THE LEVEL OF HIGHWAY FUNDS PROVIDED IN RECENT YEARS. WE ALSO UNDERSTAND THE COMMISSION QUESTIONS THE NEED FOR THE 10TH STREET BRIDGE IN VIEW OF ITS PROXIMITY TO THE 15TH STREET NORTH BRIDGE.

WE HEREWITH PROVIDE A RESPONSE TO THOSE QUESTIONS AND RESERVATIONS AND PRESENT THE FOLLOWING ISSUES AND CONCERNS.

WE REQUEST THAT THE COMMISSION CONSIDER THESE RESPONSES AND CONCERNS
WHILE IT MAKES DECISIONS ON THE EXPENDITURE OF BRR FUNDS ON THE FEDERAL-AID
URBAN SYSTEM, AND THE 10TH STREET NORTH BRIDGE PROJECT IN PARTICULAR.

FROM OUR PERSPECTIVE, THE FIVE FOLLOWING ITEMS PRESENT MAJOR ISSUES TO BE CONSIDERED.

1) WE QUESTION WHETHER THE INTENT OF THE BRR PROGRAM IS BEING SATISFIED,

THAT IS, THE WORST BRIDGES WITH THE LOWEST SUFFICIENCY RATINGS

RECEIVING THE HIGHEST PRIORITY:

- 2) WE QUESTION THE REQUIREMENT FOR A LOCAL MATCH TO OFFSET THE SHORTFALL OF BRR FUNDS APPARENTLY AVAILABLE FOR THE 10TH STREET NORTH BRIDGE;
- 3) WE ARE CONCERNED WITH THE IMPACTS OF CLOSING THE 10TH STREET NORTH BRIDGE;
- 4) WE QUESTION THE APPROPRIATENESS OF DENYING FUNDS TO GREAT FALLS AND

 CASCADE COUNTY BECAUSE OF THE LEVEL OF FUNDING RECEIVED IN PAST YEARS

 FOR HIGHWAY AND BRIDGE PROJECTS IN THE CITY AND COUNTY; AND
- 5) WE QUESTION THE WORKABILITY OF THE BRR FUND DISTRIBUTION PROGRAM.

REGARDING THE FIRST ISSUE, BRR PROGRAM INTENT, THE CONGRESS OF THE UNITED STATES HAS RECOGNIZED THAT THE NATION HAS BEEN UNABLE TO KEEP ABREAST OF HIGHWAY AND BRIDGE NEEDS AND THUS INCREASED THE FEDERAL TAX ON GASOLINE PURCHASES BY 5¢ PER GALLON IN ORDER TO RAISE ADDITIONAL FUNDS FOR THE MOST DEFICIENT HIGHWAYS AND BRIDGES IN THE NATION. THE MONTANA STATE LEGISLATURE RECOGNIZED THE STATES' HIGHWAY AND BRIDGE CONSTRUCTION NEEDS AS WELL WITH THE PASSAGE OF A STATE GAS TAX INCREASE.

IT IS OUR POSITION THAT THE INTENT OF CONGRESS WAS THAT THOSE WORST
BRIDGES WITH THE LOWEST SUFFICIENCY RATING SHOULD BE ADDRESSED FIRST. THE
DEPARTMENT OF HIGHWAYS' METHOD FOR DISTRIBUTING THE \$50 MILLION IN BRR FUNDS
AVAILABLE TO THE STATE OVER THE NEXT SEVERAL YEARS IS AT QUESTION AS IT THWARTS
THE BASIC INTENT OF THE BRR PROGRAM. IT IS FELT THE FUNDS SHOULD HAVE BEEN
ALLOCATED DIRECTLY TO THOSE BRIDGES WITH THE LOWEST SUFFICIENCY RATING,
REGARDLESS OF SYSTEM DESIGNATION AND REGARDLESS OF PAST EXPENDITURES IN ANY
GIVEN AREA. OUR POSITION CONCERNING THIS ISSUE IS SUPPORTED BY THE

FOLLOWING QUOTATIONS FROM THE CODE OF FEDERAL REGULATIONS CONTAINING TITLE 23 -

HIGHWAYS AND CHAPTER 1 - FEDERAL HIGHWAY ADMINISTRATION. WITHIN TITLE 23, CHAPTER 1, THE FOLLOWING SECTIONS ARE QUOTED.

§650.401 Purpose.

"The purpose of this regulation is to prescribe policies and outline procedures for administering the Highway Bridge Replacement and Rehabilitation Program in accordance with 23 U.S.C. 144.

§650.403 Definition of terms.

"(b) Sufficiency rating. The numerical rating of a bridge based on its structural adequacy and safety, essentiality for public use, and its serviceability and functional obsolescence."

§650.409 Evaluation of bridge inventory.

"(a) Sufficiency rating of bridges. . . . The sufficiency rating will be used as a basis for establishing eligibility and priority for replacement or rehabilitation of bridges; in general the lower the rating, the higher the priority."

§650.411 Procedures for bridge replacement and rehabilitation projects.

"(a) Consideration should be given to projects which will remove from service highway bridges most in danger of failure."
"(b)(2) Funds apportioned to a State shall be made available throughout each State on a fair and equitable basis."

A KEY WORD IN BOTH §650.409 AND §650.411 IS WILL. OUR INTERPRETATION OF WILL IS IN THE SAME SENSE AS SHALL, WHICH IMPLIES A MANDATORY COMPLIANCE. IN THIS CONTEXT OUR POSITION IS THAT THE SUFFICIENCY RATING WILL BE USED AS A BASIS FOR ESTABLISHING ELIGIBILITY AND PRIORITY FOR REPLACEMENT OR REHABILITATION OF BRIDGES WITH THE LOWER RATED STRUCTURES MOST IN DANGER OF FAILURE BEING GIVEN THE HIGHEST PRIORITY. WE THINK THAT IT IS ALSO IMPORTANT TO MOTE THAT NOWHERE IN THE FEDERAL REGULATIONS PROVIDING THE POLICIES AND PROCEDURES IS THERE ANY REFERENCE TO A DISTRIBUTION OF BRR FUND ON ANY BASIS OTHER THAN SUFFICIENCY RATING.

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PRESENTATION TO THE HIGHWAY COMMISSION

IT IS OUR UNDERSTANDING THE DEPARTMENT OF HIGHWAYS HAS BEEN SPENDING YEARS DEVELOPING SUFFICIENCY RATINGS ON BRIDGES IN THE STATE. THIS PROGRAM IS REQUIRED BY THE FEDERAL GOVERNMENT AND IS INTENDED TO OBJECTIVELY ANALYZE AND QUANTIFY THE CONDITION OF ALL POTENTIAL BRIDGES AND OFFER A COMPARATIVE RANKING WITH OTHER BRIDGES IN THE STATE.

DATA PROVIDED BY THE MONTANA DEPARTMENT OF HIGHWAYS SHOWS THE 10TH STREET NORTH BRIDGE AS HAVING A SUFFICIENCY RATING OF 6.7 WHICH IS THE LOWEST SUFFICIENCY RATING OF ALL URBAN SYSTEM BRIDGES IN THE STATE. ADDITIONALLY, IT RANKS AS HAVING THE FOURTH LOWEST SUFFICIENCY RATING OF ALL BRIDGES STATEWIDE REGARDLESS OF SYSTEM DESIGNATION. WHEN OTHER FACTORS ARE CONSIDERED SUCH AS LENGTH OF STRUCTURE, DECK AREA, AVERAGE DAILY TRAFFIC, AND PROJECT COST, THERE IS NO QUESTION THE 10TH STREET NORTH BRIDGE IS AMONG THE FEW MOST SIGNIFICANT OF MONTANA BRIDGES IN NEED OF REPAIR. THE ONLY OTHER BRIDGES IN THE ENTIRE STATE WHICH HAVE A SUFFICIENCY RATING LOWER THAN THE 10TH STREET NORTH BRIDGE RATING OF 6.7 ARE THE FOLLOWING:

	BRIDGE	SUFFICIENCY RATING		COST
1)	BN GRADE SEPARATION - WHITEFISH	4.0		\$2,000,000
2)	REVAIS CREEK - MT 200 WEST OF DIXON	6.0		57,128
3)	MILLER CREEK - 14 MI. SE OF LIBBY ON US2	6.6		62,432
			COST	\$2,119,560

WHEN CONSIDERING THE \$50 MILLION AVAILABLE FOR THE BRR PROGRAM AND THAT THE TOTAL COMBINED COST OF THE THREE WORST BRIDGES IN THE STATE IS SLIGHTLY OVER \$2 MILLION, LEAVING \$48 MILLION REMAINING FOR THE OTHER BRIDGES, IT IS INCOMPREHENSIBLE TO US THAT THERE IS INADEQUATE FUNDING WITHIN THE REMAINING \$48 MILLION TO HANDLE THE 10TH STREET NORTH BRIDGE REPAIR. COMPLETION OF THE 10TH STREET NORTH BRIDGE, WHICH IS ESTIMATED TO COST \$4.5 MILLION, WOULD LEAVE \$43.5 MILLION REMAINING FOR THE OTHER LOWEST SUFFICIENCY RATING STRUCTURES IN THE STATE.

IN VIEW OF THE SUFFICIENCY RATINGS, IT IS QUESTIONED WHY THE FUNDS WERE FIRST DISTRIBUTED TO EACH HIGHWAY SYSTEM FOR SUBSEQUENT ALLOCATION TO VARIOUS PROJECTS ON THE SYSTEM, RATHER THAN TO ALLOCATE FUNDS DIRECTLY TO THOSE BRIDGES WITH THE LOWEST SUFFICIENCY RATING. IT IS FURTHER QUESTIONED THAT IF THE DECISION WAS MADE TO DISTRIBUTE THE FUNDS TO THE VARIOUS SYSTEMS, WHY WAS SQUARE FOOTAGE OF BRIDGE DECK OF DEFICIENT BRIDGES THE ONLY FACTOR USED? IT SEEMS OTHER FACTORS SUCH AS AVERAGE DAILY TRAFFIC, OR THE COLLECTIVE SUFFICIENCY RATING OF THE VARIOUS STRUCTURES ON EACH SYSTEM SHOULD ALSO BE CONSIDERED. IT SEEMS THE ROAD USER WHO IS PAYING THE MOTOR FUEL TAXES IS BEING IGNORED AS THE AVERAGE DAILY TRAFFIC (ADT) ON THE 10TH STREET NORTH BRIDGE IS 1-1/2 TIMES THE COMBINED ADT OF ALL OF THE TOP 10 PROJECTS ON THE PRIMARY SYSTEM.

IN ACCORDANCE WITH THE INTENT OF THE BRR PROGRAM, IT IS OUR CONTENTION
THAT THE FUNDS SHOULD BE EXPENDED WHERE THE NEED IS MORE IMMEDIATE, THAT IS,
ON BRIDGES WITH THE LOWEST SUFFICIENCY RATINGS.

REGARDING ITEM TWO, A LOCAL MATCH, THE REQUIREMENT THAT GREAT FALLS AND CASCADE COUNTY OFFICIALS COME FORTH WITH A LOCAL MATCH FOR BRR FUNDS PRESENTS A BASIC PHILOSOPHICAL CONFLICT. IT ALSO CONFLICTS WITH THE CODE OF FEDERAL REGULATIONS WHICH STATES "FUNDS APPORTIONED TO A STATE SHALL BE MADE AVAILABLE THROUGHOUT EACH STATE ON A FAIR AND EQUITABLE BASIS". IT APPEARS DISCRIMINATORY, INEQUITABLE AND INCONSISTENT THAT GREAT FALLS AND CASCADE COUNTY ARE THE ONLY UNITS OF LOCAL GOVERNMENT BEING MANDATED TO PROVIDE A LOCAL MATCH. PHILOSOPHICALLY, IF THERE IS A SHORTAGE OF BRR FUNDS STATEWIDE, THE ONLY EQUITABLE MANNER IN WHICH TO REQUEST A LOCAL MATCH FOR PROJECTS IS FOR ALL GOVERNMENTAL UNITS IN THE STATE TO PROVIDE A MATCH ON THE SAME PERCENTAGE BASIS. THIS WOULD BE CONSISTENT WITH THE FEDERAL REGULATIONS CITING A "FAIR AND EQUITABLE BASIS". IF THE INTENT OF THE DEPARTMENT OF HIGHWAYS IS TO ESTABLISH A PRECEDENT FOR REQUIRING LOCAL MATCH FUNDS FOR FEDERAL-AID DOLLARS, THEN A STATEWIDE POLICY SHOULD BE PURSUED AND A PIECEMEAL, DISCRIMINATORY APPROACH SHOULD NOT BE ATTEMPTED.

IT IS FELT THAT THE FUNDING DISTRIBUTION METHOD TO FEDERAL-AID SYSTEMS

IS RESPONSIBLE FOR CREATING A SHORTFALL OF FUNDS FOR THE URBAN SYSTEM, THUS

DELIBERATELY CAUSING A REQUIREMENT FOR A LOCAL MATCH FROM GREAT FALLS AND

CASCADE COUNTY. IT DOESN'T APPEAR EQUITABLE THAT GREAT FALLS AND CASCADE

COUNTY BE REQUIRED TO AUGMENT THE SHORTFALL IN ORDER TO BE ELIGIBLE

TO RECEIVE THE BRR FUNDS AVAILABLE FOR THE 10TH STREET NORTH BRIDGE. HIGHWAY

REPRESENTATIVES HAVE STATED THE 10TH STREET NORTH PROJECT WILL NOT BE BUILT

UNLESS A LOCAL MATCH IS PROVIDED. THIS APPEARS TO BE BORDERING ON INTIMIDATION

AND COERCION. WE FEEL GREAT FALLS AND CASCADE COUNTY ARE INTENDED TO BE THE VICTIMS OF AN ARBITRARY AND DISCRIMINATORY DISTRIBUTION FORMULA.

THE MONTANA DEPARTMENT OF HIGHWAYS HAS REFERENCED FOUR EXAMPLES WHERE OTHER COMMUNITIES AND COUNTIES HAVE PROVIDED LOCAL MATCH FUNDS FOR CONSTRUCTION PROJECTS. NONE OF THESE EXAMPLES INVOLVE BRR FUNDS. IT IS OUR UNDERSTANDING THAT THREE OF THESE AREAS, OF THEIR OWN VOLITION, INITIATED A LOCAL FUNDING MATCH IN ORDER TO EXPEDITE THEIR PROJECTS WHICH WERE TO BE CONSTRUCTED ANYWAY. WE FEEL AN IMPORTANT DISTINCTION MUST BE MADE. FROM ALL INFORMATION WE HAVE BEEN ABLE TO OBTAIN. THE OTHER LOCALITIES PROVIDING A MATCH HAVE INITIATED SUCH PROPOSALS THEMSELVES. THEY HAVE NOT BEEN ISSUED A UNILATERAL EDICT BY HIGHWAY REPRESENTATIVES TO PROVIDE LOCAL FUNDING BEFORE A PROJECT WAS ALLOWED. ALSO, THE LOCAL FUNDING INITIATORS WERE PRIMARILY PROPERTY OWNERS AND DEVELOPERS WHO OWNED LAND OR BUSINESSES ADJACENT TO THE ROADWAY TO BE IMPROVED AND THEY WOULD RECEIVE IMMEDIATE AND DIRECT PERSONAL BENEFIT FROM THE PROJECT. MOST OF THE MATCH FUNDS WERE RAISED FROM SELF-IMPOSED TAXES THROUGH SPECIAL IMPROVEMENT DISTRICTS OR FROM OUTRIGHT CONTRIBUTIONS BY ADJACENT PROPERTY OWNERS WHO WOULD DIRECTLY BENEFIT. THE FOURTH EXAMPLE INVOLVED A COUNTY WHICH PROVIDED \$160,000 FOR A PAVEMENT PROJECT TO INCREASE THE ASPHALI DEPTH IN ORDER TO REDUCE FUTURE MAINTENANCE COSTS ON THE ROADWAY. THE MONTANA DEPARTMENT OF HIGHWAYS WAS COMMITTED TO PROVIDE THE SECONDARY FUNDS EVEN IF THE COUNTY HADN'T PROVIDED A LOCAL MATCH. LIKEWISE, THE COUNTY WOULD HAVE PURSUED THE PAVEMENT PROJECT WITH \$160,000 EVEN IF STATE SECONDARY FUNDS WEREN'T PROVIDED.

REGARDING THE THIRD ITEM, THE IMPACT OF CLOSURE OF THE 10TH STREET NORTH BRIDGE, IT IS FELT THAT NO RATIONAL DECISION ON THE PROVISION OR NON-PROVISION

OF BRR FUNDS FOR THE BRIDGE CAN BE MADE WITHOUT FIRST UNDERSTANDING THE
IMPACTS OF CLOSING IT. WE FEEL DECISIONS ON THE BRIDGE SHOULD BE BASED ON THE
MOST COMPLETE AND ACCURATE INFORMATION AVAILABLE BECAUSE OF THE POTENTIAL
CONSEQUENCES OF A CLOSED BRIDGE. DUE TO THE DETERIORATED DECK OF THE 65 YEAR
OLD BRIDGE, IT COULD BE CLOSED AT ANY TIME. ONE CAN PROPERLY ASSUME THAT THE
CLOSURE WOULD ADVERSELY IMPACT TRAFFIC PATTERNS AND CIRCULATION IN THE AREA,
PARTICULARLY AT THE SIGNALIZED INTERSECTIONS AT EACH END OF THE 15TH STREET
NORTH BRIDGE. THE 11,900 ADT ON THE 10TH STREET BRIDGE MATCHES THE 11,000 ADT
ON THE 15TH STREET BRIDGE. NEARLY DOUBLING THE DAILY TRAFFIC VOLUMES ON THE
BRIDGE, COUPLED WITH THE HIGH PERCENTAGE OF LEFT TURN MOVEMENTS AT THE
SIGNALIZED INTERSECTIONS AT BOTH ENDS OF THE BRIDGE WOULD RESULT IN TRAFFIC
LEVEL OF SERVICE "E" WHICH WOULD BE INOPERABLE.

IT IS OUR UNDERSTANDING THAT A DEPARTMENT OF HIGHWAYS "IN-HOUSE" STUDY WHICH WAS UNDERWAY COULD HAVE DISCLOSED OR DETERMINED THE IMPACTS OF CLOSING THE BRIDGE. THE STUDY WAS NEVER COMPLETED. IF A DECISION IS MADE WITHOUT THE BENEFIT OF THE STUDY AND WITHOUT FULLY UNDERSTANDING THE RAMIFICATIONS OF CLOSING THE BRIDGE, WE QUESTION THE WISDOM OF SUCH ACTION.

REGARDING ITEM FOUR, OTHER FUNDING UTILIZED FOR GREAT FALLS, ON SEVERAL OCCASIONS, REPRESENTATIVES OF THE DEPARTMENT OF HIGHWAYS HAVE COMMENTED ON THE AMOUNTS OF FUNDING THE GREAT FALLS AREA HAS RECEIVED IN RECENT YEARS FOR HIGHWAY AND BRIDGE PROJECTS. IT APPEARS THAT SOME FEEL THE GREAT FALLS AREA HAS RECEIVED MORE THAN ITS SHARE OF FUNDS. AN ISSUE WORTHY OF CONSIDERATION IS THAT THE GREAT FALLS AREA IS LOCATED AT THE CONFLUENCE OF TWO MAJOR RIVERS.

MISSOURI RIVER CROSSINGS ARE TYPICALLY OVER 1,000 FEET LONG WHICH HAS REQUIRED COSTLY PROJECTS. CONSIDERING THE NUMBER OF RIVER CROSSINGS IN GREAT FALLS

AND THAT THREE FEDERAL-AID URBAN SYSTEM BRIDGES WERE INITIALLY CONSTRUCTED IN ABOUT 1920, THUS REACHING THE END OF THEIR DESIGN LIFE AT ABOUT THE SAME TIME, THERE OBVIOUSLY HAS BEEN A SUBSTANTIAL NEED FOR PAST FUNDING IN THE GREAT FALLS AREA.

ADDITIONALLY, FOR MANY YEARS THE GREAT FALLS AREA HAS BEEN COMMENDED BY
DEPARTMENT OF HIGHWAYS PERSONNEL FOR ESTABLISHING PROJECT PRIORITIES AND
REMAINING COMMITTED TO THOSE PRIORITIES. THE RESULT OF THIS COMMITMENT HAS BEEN
THE ABILITY TO PROCEED WITH SEVERAL CONSTRUCTION PROJECTS AND TO RECEIVE SPECIAL
FEDERAL-AID PROGRAM FUNDS, INCLUDING BRR FUNDS, AND URBAN SYSTEM FUNDS BEYOND
GREAT FALLS' AND CASCADE COUNTY'S ANNUAL ALLOCATIONS. IT DOESN'T APPEAR
APPROPRIATE THAT WE NOW BE PENALIZED OR DENIED RECEIPT OF ADDITIONAL FUNDS
BECAUSE OF OUR COMMITMENT TO PROJECT PRIORITIES, BECAUSE PROJECTS WERE READY
FOR CONSTRUCTION AND BECAUSE OF THE LEVEL OF FUNDS RECEIVED IN THE PAST.

REGARDING THE FIFTH ISSUE, WORKABILITY OF THE BRR FUND DISTRIBUTION PROGRAM, WE OFFER THE FOLLOWING.

THROUGHOUT OUR DIALOGUE WITH THE MDOH ON FUNDING FOR THE BRIDGE, WE HAVE BEEN INFORMED THAT THE BASIS FOR DISTRIBUTING BRR FUNDS IS SQUARE FOOTAGE OF DECK AREA ON THE VARIOUS SYSTEMS. WE HAVE BEEN ADVISED THAT APPROXIMATELY 6% OF THE SQUARE FOOTAGE OF DEFICIENT BRIDGES IS ON THE URBAN SYSTEM. APPLYING THIS PERCENTAGE TO THE AVAILABLE \$50 MILLION BRR FUNDS RESULTS IN \$3 MILLION BEING AVAILABLE FOR ALL URBAN SYSTEM BRIDGES.

WE HAVE BEEN FURTHER ADVISED BY THE MDOH THAT THE SIX URBAN SYSTEM BRIDGE PROJECTS IN THE STATE WILL COLLECTIVELY COST \$6 MILLION. OF THESE SIX PROJECTS, THE 10TH STREET NORTH PROJECT WILL COST ABOUT \$4.5 MILLION AND THE OTHER FIVE URBAN PROJECTS (WHICH, INCIDENTALLY, HAVE SUFFICIENCY RATINGS

RANGING FROM 16.6 TO 47) WILL COLLECTIVELY COST \$1.5 MILLION.

THIS RAISES A QUESTION ON THE MDOH'S ABILITY, UNDER THEIR DISTRIBUTION PROGRAM, TO MAKE FUNDS AVAILABLE TO SYSTEMS ON THE BASIS OF DECK AREA. IF, AS THE MDOH INSISTS, THE 10TH STREET NORTH BRIDGE WILL NOT BE BUILT UNLESS A LOCAL MATCH IS PROVIDED, THEN IT IS OBVIOUS NOT ALL OF THE \$3 MILLION WILL BE SPENT BECAUSE THE TOTAL COST OF THE FIVE REMAINING URBAN BRIDGE PROJECTS IS ONLY \$1.5 MILLION, OR 50% OF THE \$3 MILLION AVAILABLE TO THE URBAN SYSTEM.

IT APPEARS TO US THAT IF THE MDOH IS GOING TO REMAIN COMMITTED TO THEIR DECK AREA DISTRIBUTION PROGRAM, THEN THE RESULTS WILL BE AN UNWORKABLE SITUATION. THE URBAN SYSTEM WILL NOT GET 6% OF BRR FUNDING, BUT WILL RECEIVE LESS THAN 3%. THEREFORE, WE MUST ASK: IS THE FORMULA TOO RIGID AND INFLEXIBLE? IS THE FORMULA FAIR? IS THE FORMULA EVEN WORKABLE?

WE SUBMIT TO THE COMMISSION THAT OVER THE COURSE OF TIME, IT WILL NOT BE POSSIBLE TO IMPLEMENT THE PROGRAM, AS INTENDED.

GREAT FALLS AND CASCADE COUNTY HAVE DILIGENTLY WORKED WITHIN THE
ESTABLISHED GUIDELINES AND POLICIES OF THE MONTANA DEPARTMENT OF HIGHWAYS TO
COMPLETE MAJOR HIGHWAY AND BRIDGE PROJECTS IN OUR AREA. THE RESULTS HAVE BEEN
BENEFICIAL TO OUR COMMUNITY AND WE ARE VERY THANKFUL FOR FUNDS WHICH HAVE BEEN
EXPENDED AND FOR PROJECTS WHICH HAVE BEEN CONSTRUCTED.

IT IS UNDER THIS ESTABLISHED WORKING RELATIONSHIP THAT WE HAVE CONTINUED TO PURSUE IMPLEMENTATION OF THE 10TH STREET NORTH BRIDGE PROJECT. IT IS DISHEARTENING TO LEARN THAT THE GAME RULES HAVE NOW BEEN UNILATERALLY CHANGED IN SUCH A DISCRIMINATORY MANNER AND THAT GREAT FALLS AND CASCADE COUNTY ARE THE ONLY PLAYERS REQUIRED TO PROVIDE LOCAL FUNDS. THE DEPARTMENT OF

HIGHWAYS HAS FABRICATED AN ARBITRARY SYSTEM OF RULES WHICH ELIMINATED THE 10TH STREET BRIDGE AT THE BEGINNING.

WE FEEL THAT INEQUITABLE AND UNIQUE CIRCUMSTANCES HAVE BEEN CREATED FROM
DEPARTMENT OF HIGHWAYS POLICY AND PROGRAM DECISIONS WHICH PLACE AN UNREASONABLE
DIRECT BURDEN ON GREAT FALLS AND CASCADE COUNTY.

WE SINCRELY BELIEVE THAT BRR FUNDING IS EXTRAORDINARY SPECIAL FUNDING TO BE CONCENTRATED ON FIXING THE WORST BRIDGES FIRST. THE USAGE OF BRR FUNDS SHOULD BE UTILIZED ON THE WORST BRIDGES REGARDLESS OF FUNDS PREVIOUSLY EXPENDED IN AN AREA. THIS POSITION IS SUPPORTED BY OUR QUOTATIONS FROM TITLE 23, CHAPTER 1. BRR FUNDS ARE SIMPLY TO BE USED FOR THE WORST BRIDGES FIRST. THESE FUNDS ARE NOT INTENDED TO BE EVENLY DISTRIBUTED TO FINANCIAL DISTRICTS OR OTHER GEOGRAPHIC OR POLITICAL AREAS, AS BRIDGE NEEDS AND COSTS ARE NOT GOVERNED BY GEOGRAPHIC OR POLITICAL BOUNDARIES. WE HAVE STRONG CONVICTIONS THAT OUR POINT OF VIEW IS RATIONAL, SOUND AND IN KEEPING WITH THE INTENT OF THE BRR FUNDING PROGRAM.

GREAT FALLS AND CASCADE COUNTY WILL PURSUE NECESSARY FURTHER ACTION TO SETTLE THIS DIFFERENCE. SUCH ACTIONS COULD DELAY PROPER DISTRIBUTION OF BRR FUNDS AND IMPLEMENTATION OF OTHER PROJECTS.

ALTHOUGH WE REALIZE THAT BURDENS AND SACRIFICES NEED TO BE SHOULDERED

BY ALL DURING THESE TIMES OF LIMITED FUNDING FOR HIGHWAY AND BRIDGE

CONSTRUCTION, WE DON'T FEEL IT IS EQUITABLE THAT GREAT FALLS AND CASCADE

COUNTY ARBITRARILY BE THRUST INTO A POSITION OF HAVING TO INVOLUNTARILY PROVIDE

MATCH FUNDS IN ORDER TO RECEIVE BRR FUNDS WHEN NO OTHER COMMUNITIES ARE

REQUIRED TO DO SO.

WE TRUST THAT THE HIGHWAY COMMISSION WILL CONSIDER OUR PERSPECTIVE WITH AN OPEN ATTITUDE AND DETERMINE THAT LOCAL FUNDING WILL NOT BE NECESSARY TO REHABILITATE THE 10TH STREET NORTH BRIDGE. THANK YOU.

Exhibit #7 3-13-85 HB 850 Mooney

HOUSE BILL 850 STATEMENT TO LEGISLATIVE COMMITTEE March 13, 1985

Thank you for allowing representatives of the Great Falls/Cascade County delegation to address House Bill 850 today.

There are thousands of bridges in Montana, with many of these bridges now approaching 50, 60 or 70 years of age which is causing many of them to be in very poor condition. In recognition of deteriorating bridges in Montana and nationally, the Federal Government has provided funding for the Bridge Rehabilitation and Replacement (BRR) program. Under this program, over the next several years, the State of Montana is expected to have availabile 50 million dollars to replace or rehabilitate those qualifying bridges. Under the Federal regulations providing for the Bridge Rehabilitation and Replacement (BRR) program, the Federal Government prescribes policies and procedures for administering the BRR program and requires that a bridge inventory be conducted which establishes a sufficiency rating of all bridges. Under the federally required bridge inventory and sufficiency ratings program, over 1,000 bridges in the State of Montana were evaluated during a lengthy, expensive process which consumed many man-months and thousands of dollars. The 10th Street North Bridge after due evaluation, has been provided a sufficiency rating of 6.7, which is the lowest sufficiency rating of all urban highway system bridges in the State. Additionally, the 10th Street North Bridge ranks as having the 4th lowest sufficiency rating of all bridges statewide regardless of highway system designation. The cost of those three bridge projects in the State which have a sufficiency rating lower than 6.7 collectively total slightly over \$2 million. When considering the 50 million dollars available for the BRR program and that the total

\$2 million, this leaves \$48 million in Bridge Rehabilitation and Replacement funds for the other worst bridges in the State. The 10th Street North Bridge project is estimated to cost \$4.5 million. If the projects on the four worst bridges are completed (including 10th Street) \$43.5 million will be remaining in the Federal program to work on other badly needed bridges.

At this time, we would like to emphasize that we are specifically discussing Federal Bridge Rehabilitation and Replacement Funds which are being made avilable to the State of Montana specifically for replacement or rehabilitation of bridges. We are not talking about Interstate, Primary, Secondary, Urban or other various types of Federal highway funds.

The 10th Street North Bridge which was constructed in 1920 is now 65 years old and as the low sufficiency rating indicates, is in very poor condition and faces the real possibility of closure at any time due to the deteriorated condition of the bridge deck. In fact, the Bridge was previously closed to traffic for several months in the early 1970's due to the deck condition. The 10th Street North Bridge has an average daily traffic volume of 11,900 and closure of this link in the transportation network would have an adverse effect not only upon the citizens of Great Falls and Cascade County, but on other citizens in the State.

Dialogue has been exchanged for years between Great Falls and Cascade County officials and the Montana Department of Highways concerning the utilization of BRR funding to rehabilitate the bridge. Recent cost estimates have indicated that it would cost approximately \$4.5 million to reconstruct the bridge. Since the bridge has the fourth lowest sufficiency rating of all bridges in the State, Great Falls and Cascade County officials are of the

position that rehabilitation should be totally funded with BRR funds, which is the intent of the Federal program.

The Department of Highways has developed its own internally devised method to distribute BRR funds which is not founded upon any Federal requirements. The Department of Highways has advised local officials that in the Department of Highways' subjective judgement, it only wants to provide \$3 million towards the \$4.5 million project and it is up to local officials to find \$1.5 million as a local match to allow the project to proceed and to be eligible to receive \$3 million in BRR funds for the project.

HB850, if passed, will provide for Department of Highways' funding of the total cost of rehabilitation of the 10th Street North Bridge. At first, HB850 may appear to be special interest legislation intended merely to benefit Great Falls and Cascade County. However, HB850 represents a more basic underlying philosophy which is of direct concern, and applicable, to all units of local government in the State of Montana. Due to the arbitrary, discriminatory and selective method which the Department of Highways has chosen to distribute BRR funds, the situation which Great Falls and Cascade County now faces will, unless checked, probably happen in many other cities or counties within the State. Would you, as a legislator, want a city council or a county commission within your district to be told by the Department of Highways that although there is a badly needed, well justified project, the Department of Highways in its subjective judgement process will not fully fund a needed project? If the Department of Highways is allowed to maintain its present position regarding the 10th Street North Bridge, it would seem to be a very reasonable assumption that the Department will take such action in other cities or counties in the State.

Let's a look at how the Department of Highways' policy and attitude, if not countered by HB850 could affect other legislative districts and local units of government in the State of Montana.

Example 1

In Legislative District 16 in the Harlem/Blaine County area, the bridge over Battle Creek on the North Fork of the Milk River east of Chinook on U.S. 2, has a sufficiency rating of 23.6 The Department of Highways has estimated the cost for this project at about \$430,000. Although this project is on U.S. 2, would the Blaine County Commissioners feel it appropriate for the Department of Highways to advise that the project would not be done unless 1/3 of the cost, or approximately \$145,000 was paid for by Blaine County?

Example 2

In Legislative District 39 in the Bozeman/Gallatin County area, there is a bridge over the Burlington Northern which has a sufficiency rating of 21.6 and is estimated to cost about \$470,000. Would it be appropriate for the Department of Highways to require a 1/3 or \$157,000 match from Gallatin County before the project is allowed to proceed?

Example 3

In Legislative Districts 8 and 3 in Flathead County, two bridges have been identified as in need of repair or replacement. The bridge over the Flathead River on the east edge of Kalispell on Montana 35 has a sufficiency rating of 23.6 and is estimated to cost approximately \$3 million. The bridge over the BN Rail separation north of Whitefish has a sufficiency rating of 4.0 and is estimated to cost \$2 million. Again, following through with the Department of Highways' attitude, would the Flathead County Commissioners want to be faced with a Department of Highways' requirement to match these two projects with

\$1.7 million in order to allow the projects to proceed?

Example 4

In Legislative District 88 in the Billings/Yellowstone County area, the bridge over the Yellowstone River southwest of Laurel on U.S. 212 has a sufficiency rating of 23.6. The estimated cost of this project is approximately \$1.2 million. Would the Yellowstone County Commissioners want to be faced with matching this project with approximately \$400,000 before the Department of Highways would expend bridge replacement and rehabilitation funds?

Example 5

In Legislative District 11 in the Fairview and Richland County area, the bridge over the Yellowstone River southeast of Sidney on Montana 23 has a sufficiency rating which qualifies the bridge for Bridge Rehabilitation and Replacement funds. This project is estimated to cost approximately \$2.6 million. Would the Richland County Commissioners want to be forced to provide approximately \$900,000 in matching funds for the project in order to expend the Federal Bridge Rehabilitation and Replacement funds for this project? There are numerous other bridges in the State which have a low enough sufficiency rating to qualify for usage of Bridge Rehabilitation and Replacement funds. Nearly every one of the Legislators present has such a project in your district and in the Town, City or County in which you reside. Does it appear reasonable and fair that the Department of Highways can indiscriminately and arbitrarily tell any unit of local government that although the project qualifies under the Federal program, and there is adequate justification and funding to totally pay for the project, that a local match will be required before the project is allowed to proceed?

On January 31, 1985, a City of Great Falls and Cascade County delegation attended the Montana Highway Commission meeting to discuss BRR funding for the 10th Street North Bridge. I believe Rep. Pistoria has provided to each of the Committee members a copy of that lengthy presentation which was presented to the Highway Commission. Our major concerns as presented, in part included:

- The Department of Highways has taken it upon itself to selectively determine that only one locality is required to provide a match for BRR funds, whereas other localities have not been required to provide a match. If this is successful, other localities may be required to provide a match at the same or a different rate.

 This match requirement is especially disturbing in view of the situation that if the four worst bridge projects in the State are completed, there remains \$43.5 million in the BRR program for other projects.
- 2) We question if the Department of Highways was complying with the intent of the Federally funded BRR program wherein it is not funding or proceeding with the worst bridges first. It is our position that the Department of Highways should utilize the available resources on an equitable match basis throughout the State and proceed with the reconstruction or rehabilitation of the worst bridges first.
- 3) It is our position that the Department of Highways' determination to require a local match in the case of the 10th Street North Bridge in Great Falls and Cascade County is arbitrary and discriminatory

action which should not be placed upon local government. The

Department should be required to expend available funds on

the most needed projects, on an equitable, uniform and consistent

basis for all projects within the State.

For the above reasons, we encourage your support of House Bill 850.

Recid - Mar. 11, 1985

Bridge CURRENTLY UNDER CONSTRUCTION

Scrondary Highway 20 (NEAR FAIRUIENT)

SHARED DOOLET WITH NORTH DAKOTA

SHARED PROJECT WITH NORTH DAKOTA
(CAlled A COMMONN BORDER CROSSING)

TOTAL ESTINATED COST \$5 Million

MONTHANA SHARES 2.5 Million

FER will pay about 8010 \$2.0 million
Montana will pay 2010 .5 million

Here Hary Wicks & Paul Foster, Ki Way Commissioner were for furthing a Bridge in North Dakota for 2.5 million, which is in another state for our 54 gasoline tax. This is unhard of client ask them to Fund their Bridge tocally. Then they won't fund the 1.5 million for the 10th north Bridge in Great Falls. Hary Wicks & Paul Foster, especially Foster are proud to say me in St. Falls me must fund this tocally. It is time that we do it. But they dilied them a favor in North Dakota & didn't tell them to found their Focally. Why pick an School Falls. Hugare more interested in spending am practice Tax money in North Dakota. Instead of mail.

This would get a Bad Precedent. We won't stand facit.

Exhibit # 9 -3-13-85 HB 850 Johnson

Page 1 of 3		- P	ting of Bridge:	GREAT FALLS CI s with Low Sufficiency Rat of Manbers on th	GREAT FALLS CITY—COUNTY PLANNING BOARD SUfficiency Ratings which are Located in of Manbers on the Below Listed Committees	GREAT FALLS CITY-COUNTY PLANNING BOARD Listing of Bridges with Low Sufficiency Ratings which are Located in the Counties within Legislative Disfricts of Manbers on the Below Listed Committees		March 6, 1985	io.
Title, Name (Party)	ddy esnoy	Committees House Appropriations/Senate Finance & Claims	ice & Claims	C1 ty/Coun ty**	Legislative Dist.	Project Location	S.R.	ADT	Project Cost
Rep. Francis Bardanowe (D) ²		X Chalman		Harlen/Blaine⁴*	16	1) Bridge over E. Fork Wayne Creek,	8.4	170	\$ 110,480
						2) Bridge over Battle Creek, N. Fork Milk River, E. of Chinook on US 2	23.6	1,980	427,680
Rep. Gene Donal dson (R)	×	X Vice-Chm.		Helena/Leviså Clark**	43.)	1) Bridge over BN, Inc., Main	16.6	11,983	576,000
Sen. David Fuller (D) 2		₹		Helena/Lewis & Clark	22)	St., Helena 2) Bridge over Ten Mile Creek, Williams St., Helena	26.3	2,234	110,000
Rep. Dorothy Bradley (D)	×			Bozeman/Gallatin	(61	1) Bridge over E. Fork Madison River, E. of Three Forks	12.7	830	164,976
Sen. Paul Boylan (D)		×		Bozeman/Galla†in	39)	2) Bridge over Sep. BN, Inc., N. of W. Bozeman Int.	21.6	6,643	467,200
Sen. Leo Lane (D)		×		Bozeman/Gallatin	` x				
Rep. Mary Ellen Connelly (D) 1	- X			Whitefish/Flathe∞d**	8)	1) Bridge over flathead River, E.	23.6	4,495	2,997,100
Sen. Matt Hinsl (R)		*		Kalispeli/Flathedd	î	2) Bridge over Sep. BN Inc., N. of Whitefish City Limits	4.0	6,300	2,000,000
Rep. Gene Ernst (R) ²	×			Stanford/Judith Basin**	କ୍ଷ	1) Bridge over Wolf Creak, N. of Stanford on MT 80	11.3	325	108,920
						2) Bridge over Dry Creck, S.E. of Windham on US 87	24.1	1,490	99,040
Rep. Bill Hand (D)	×			DII lon/Beaverhead	7.3	1) Bridge over Bewerhead River, 3 miles S.W. of Dillon on Old US 91	61.1	909	000 09
Rep. Earl Lory (R) 1	×			Missoula/Missoula##	66	1) Bridge over Morrell Greek, S.	22.5	1,232	154,638
Rep. Steve Waldron (D)	×			Missoula/Missoula	58)	2) Bridge over Canal, Stephens	47.0	14,801	585,200
Sen. Fred Van Valkenburg(D) 2	2	¥		Missoula/Missoula	30)	ממומס בו לפסיום			

¹ Manber of Gen. Gov't & Highways Joint Sub-Committee
2 Manber of the Long-Range Planning Joint Sub-Committee
** More than 2 projects with a low sufficiency rating in this county

...

Title, Name (Party)	Committees thouse Appropriations/Sentate Finance & Claims	is tate Finance & Claims	C1 ty/Coun ty**	Legislative Dist.	Project Location	S.R.	ADT	Project Cost
Rep. Rex Manuel (D)	×		Fairfiel d/Teton	Ξ				
Rep. William Menahan (D)	×		An aconda/Deer Lodge	(2.1)	1) Bridge over Warm Spring Creek,	22.6	491	88,640
Sen. Jack Haffey (D)		X Vice Chm.	An aconda/Deer Lodge	33.)	N.E. Of Alaconda			
Rep. Dennis Nathe (R)	×		Reds ton e/Sher Idan	(61				
Sen. Ed Smlth (R)		×	Dagmar/Sherldan	100				
Rep. Ray Peck (D)	×		Havre/H111	15				
Rep.Joe Qullici (D) 1(Chairman)	×		Butte/S11verbow	71.5				
Sen. Judy Jacobson (D)		X Vice Chm.	Butte/Silverbow	36)				
Sen. Larry Stimatz (D) 1		×	Butte/Silverbow	35.)				
Rep. Dennis Rahberg (R)	×		BII i Ings/Yei lows tone**	88)	1) Bridge over Yellowstone River,	23.6	5,591	1,181,500
Rep. Cal Winslow (R)	×		Billings/Yellowstone	38	2. Bridge over BBWA Canal, N. 5th	32.0	3,981	77,000
Sen. Pat Regan (D)		X Chalrman	Billings/Yellowstone	47)	ote, bil lings			
Sen. Esther Bengtson (D)		×	Bil lings/Yel lows tone	49)				
Sen. Tom Keating (R) ¹		×	Bil lings/Yel lows tone	44)				
Rep. Gary Spaeth (D)	×		Jollet/Carbon	84	1) Bridge over Sage Creck, S.E. of Bridger on US 310	26.0	1,050	157,900
Rep. Bernie Swiff (R)	×		Hamilton/Ravalli	64)				
Rep. Bob Thoff(R) 2(Chalman)	×		Stevensville/Ravall1	63)				

i Munber of Gon. Gov't & Highways Joint Sub-Committee 2 Munber of the Long-Range Planning Joint Sub-Committee ** More than 2 projects with a low sufficiency rating in this county

Page 3 of 3

Title, Name (Party)	Committees House Appropriations/Senate Finance & Claims	CI ty/Coun ty**	Legislative Dist.	Project Location	S.R.	ADT	Project Cost
Sen. Gary Akelstad (R)	×	Gal a ta/Toole	v	i) Bridge over N. Fork Willow Creak, S.W. of Galata on US 2	12.1	870	198,568
Sen. Delwyn Gage (R) ¹	×	Cut Bank/Glacier	50				
Sen. Swede Hammond (R)	×	Mal ta/Phil i i ps	σ				
San. Pete Story (R)	×	Em igran t/Park	4				
Rep. Ron Miller (R)	×	Great Falls/Cascade	34)	1) Bridge over Sun River in Town	44.5	2,075	634,460
Rep. Jack Moure (R)	×	Great Falls/Cascade	37)	2) Bridge over Missouri River, 10th	6.7	8,710	4,500,000
Sen. Chris Christiaens (D)	*	Great Falls/Cascade	17)				
Sen. Dick Manning (D)	×	Great Falls/Cascade	18)				
Sen. Larry Tvelt (R) ²	₹	Fairv lew/Richland	=	1) Bridge over USRS Cenal W. of Sidney on MT 200	7.11 2.5 3.84	1,017	152,600
				S.E. of Sidney on MT23			

1 Mamber of Gen. Gov * & Highways Joint Sub-Committee 2 Mamber of the Long-Range Planning Joint Sub-Committee ** More than 2 projects with a low sufficiency rating in this county



P.O. BOX 2127 926 CENTRAL AVENUE GREAT FALLS, MONTANA 59403 (406) 761-4434

March 7, 1985

To: House Appropriations Committee

From: Roger W. Young, President

Subject: 10TH STREET BRIDGE HB 850 (PISTORIA)

The Great Falls Area Chamber of Commerce supports legislation introduced by Rep. Paul Pistoria (HB 850) to appropriate \$1.5 million in state gasoline taxes for use in constructing a new bridge over the Missouri River at 10th Street North in Great Falls.

This bridge is very important to Great Falls and the surrounding area. It is currently in very bad physical condition; (it has the worst sufficiency rating of any urban bridge in the state). Unless it is replaced or rebuilt soon it will face possible closure. The resultant hardship would be significant. The nearby 15th Street Bridge's approaches and feeder streets cannot handle the additional traffic safely or efficiently.

Replacement of the bridge has been estimated to cost \$4.5 million. The Montana Department of Highways has, however, allocated only \$3 million and has asked the local community to come up with a \$1.5 million local match. This requirement for a local match is unprecedented. It establishes a new precedent which should be viewed as a threat to every other city and county in the state. If they can require a match of Great Falls, they must require it of others too. Great Falls and Cascade County will have a difficult, if not impossible, time coming up with the match required; nobody has \$1.5 million just lying around these days.

Supplemental funding made possible by the 5¢ federal and state gasoline taxes adopted in the 1983 session, according to Rep. Pistoria, appear to be an appropriate expenditure. Please give HB 850 your favorable consideration.

cc: Cascade County Delegation

SUMMARY OF BIOLOGICAL STATION FUNDING REQUEST VIA HB 930 (Rep John Mercer, 78/2012)

The University of Montana Biological Station (UMBS), located at Yellow Stanforce. Bay on Flathead Lake, was established in 1896 to provide a pristine field setting for study of the natural sciences. In recent years the Biological Station has expanded into a year-round research facility, in large part due to the construction of a modern freshwater laboratory funded by a gift from a private foundation.

The UMBS is now a first class teaching and research facility in the field of fresh water biology. The Leland Schoonover Freshwater Laboratory is the best of its kind in the Northwest and has produced world-class research of benefit to the Flathead Basin as well as to the whole state of Montana. The big need now is for the scientific personnel to operate the facility at capacity to complete existing projects and to attract grant income into the state.

Specifically, UMBS needs increases of scientific, administrative, and clerical support along with some new equipment - a research microscope - to sustain and improve the already high quality of its services and research. The request breaks down as follows:

	FY 85-86	FY 86-87	Biennium
Scientist, administration, clerical and graduate students	112,600	112,600	225,200
Equipment	74,000	-O -	74,000
·	Total		299,200

Biological Station Activities

Education: UMBS conducts an 8-week academic session for 50-80 students each summer. Graduate students conduct research year-round at the Station.

Research: 1) Private and federal grants and contracts have allowed UMBS to contribute major scientific advancements in limnology (aquatic biology) and related fields as well as provide research data for resource management agencies to help develop policies that will protect the valuable water resources of the Flathead Basin.

- 2) UMBS monitors water quality in the Flathead Basin under an interagency agreement coordinated by the Flathead Basin Commission.
- 3) Research results are used by federal, state and local agencies. In the last 5 years UMBS has done cooperative research for: USFS, EPA, Park Service, USGS, Office of Water Research & Technology, Federal Highway Administration, Dept. of Fish, Wildlife & Parks, Dept. of State Lands, Dept. of Health & Environmental Sciences, Dept. of Natural Resources & Conservation, Flathead Co., Lake Co., and Montana Power Company as well as private concerns.

Community Service: Research results are presented to local government and civic organizations to promote understanding of pollution and its effects on the ecology of the Flathead Basin. UMBS houses a fire truck and provides volunteer fire protection for the community.

Summary of Biological Station Funding Request, Page 2

Economic Importance of the Biological Station and its Activities to Montana

- 1. The Flathead Basin Environmental Impact Study placed a value of \$107 million annually on Flathead Lake from recreation and preservation values. The study concluded the public would suffer a \$97 million loss if Flathead waters were degraded beyond acceptable water quality standards. UMBS's work provides the knowledge required in making wise decisions concerning management of this unique and important resource for the people of Montana.
- 2. UMBS land and facilities are valued at over \$50 million, 90% of which was obtained without state funding.
- 3. In the last biennium UMBS generated more than \$85,000 to be returned to the state general fund in the form of overhead on its many grants and contracts.
- 4. For every \$1 of state support (lights, heat, salaries), UMBS generates \$3 from other sources: grants and contracts.
- 5. There are currently 16 employees at UMBS only 4.5 are paid from state funds.

We who live in the Flathead Valley are proud of the UMB Station, and we think that the University budget request is reasonable and modest when we think of the return that we can expect from our investment.

For more information, write or call Friends of UMBS at Yellow Bay, Inc. Box 126, Polson, MT 59860 Telephone No. 883-5871

Exhibit # 12 3-13-85 HB 930

Honorable Ben Thoft, Chairman Long Range Planning Sub-Committee House Appropriations Committee House of Representatives Montana State Capitol, Helena, Montana

The Friends of (the University of Montana Biological Station at) Yellow Bay, Inc., strongly urge legislative support for House Bill 930.

In view of proposed budget reductions for the University system, it seems to us imperative that funds to adequately staff this Station be provided. The Biological Station provides very vital University, scientific and community services to the Flathead Basin.

Lake County, Flathead County and the Flathead Basin Commission Monitoring Program rely upon the excellence, expertise and state of the art methodologies of the Biological Station research capability. But we are asking for more than the Station staff can provide—the output limit of the present staff has been reached.

Flathead Lake is in trouble and the Biological Station is a vital part of our effort to protect it.

Elwin Bennington

Friends of UMBS at Yellow Bay, Inc.

March 13, 1985

LAKE COUNTY, MONTANA

Exhibit # 13 3-13-85 HB 930

Bennington

SHERIFF AND CORONER

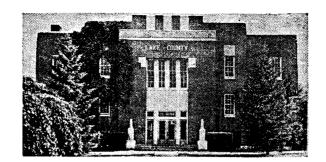
CLERK OF COURT KATHERINE E. PEDERSEN

SUPERINTENDENT OF SCHOOLS
GLENNADENE FERRELL

COUNTY ATTORNEY
JOHN FREDERICK

JUSTICE OF THE PEACE CHARLES C. MEYER Ronan

COUNTY SURVEYOR



POLSON, MONTANA 59860

March 12, 1985

Representative Bob Thoft, Chairman House Committee on Long Range Building & Planning Capitol Station Helena, Mt. 59620

Re: House Bill 930

COUNTY COMMISSIONERS

DON CORRIGAN Poison

HAROLD FITZNER

St. Ignatius

MIKE W. HUTCHIN

Poison

TREASURER

MARJORIE D. KNAUS

CLERK AND RECORDER

ETHEL M. HARDING

ASSESSOR

WILL TIDDY

Dear Chairman Thoft:

The Board of Lake County Commissioners strongly urges your support of the above bill to appropriate additional needed funding to the Yellow Bay Biological Station. The Station is a valuable asset to our county because of the excellent research they have done to determine the water quality problems on Flathead Lake and its tributaries. The staff at the Station have taken the time and effort to explain these results to local officials and the general public in a manner that we can understand and now can do something about. Their work is not only of local importance but has great significance to the state. For example, a recent study indicates that the public would suffer a \$97 million loss if the Flathead waters are degraded. This possibility would have a devastating effect on our local economy but would also seriously affect the tourism economy of the state, not to mention our pride in our natural heritage.

The Station provides many other benefits which include: an educational facility in a field setting for students from throughout the state and nation; a research capacity to consult on water quality issues throughout the state; a return of 3 dollars from other sources for each dollar of state support; internationally recognized state of the art research; and local input into the economy from salaries and purchased goods and services.

In summary, the Station provides an invaluable community service. Our concern is that if it is not adequately funded, the focus on local problems and coordination with local officials to resolve these problems will by necessity be severely restricted. On a broader scale, the Station is a model example of 'excellence in education', and is a source of pride for all of Montana. It has earned and deserves solid funding.

Thank you for your consideration.

Sincerely,

Board of Lake County Commissioners

Mike Hutchin, Chairman

Harold Fitzner Membe

3-13-85

HB 930





Port Polson Area
Chamber of Commerce
P.O. Box 677
Polson, Montana 59860
(406) 883-5969

March 12, 1985

The Honorable John Mercer House of Representatives State of Montana Helena. Montana 59620

Dear Representative Mercer:

The Polson Chamber of Commerce is pleased to note your sponsorship of House Bill 930 which provides financial support to the University of Montana Biological Station at Yellow Bay on Flathead Lake.

The recent reports from the Station and the Flathead Basin Commission document the fact that Flathead Lake is showing signs of deterioration from a number of sources of nutrients. The Station plays a vital role in monitoring the status of the lake, as well as the entire Flathead drainage system. The lake and its supporting systems play a vital role in the economy of this region, as well as influencing the life style of its residents. Flathead Lake serves as a tourist attraction for thousands of visitors each year and is a resource for the entire state that can never be replaced.

We feel it is crutial for the station to be supported financially at a level that guarantees the role it plays in monitoring the fresh water in Flathead Valley.

We support your bill enthusiastically and urge a "do pass" recommendation from all parties concerned.

Sincerely yours,

Dick Wollin, President

Polson Chamber of Commerce

DW/lj

The Port City On Beautiful Flathead Lake

Exhibit#14A 13 MARES Jahn -3-13-85 HB 930 The equipment (74,000) includes the Mercer fallanning: LENZ RECENSEN HICKEREN 20,000 RESERVECH BOAT 16,000 STEAM STERRITER 15,000 Commercia HARAWINE 15,000 (15t year only) 74,000. The administrative and research Stoff needs amount to: Administration Besearch Scientist 1.61 FIE 1.00 FIE 2.61 FIE 70,676. Supplies 7 Communications 13,124.

Leadwale Student Stepuids 40 \$7200 (Total each year of biennaim) Total

78,800.

112,600

299, 200

J. Stanford

Exhibit # 15 3-13-85

March 11, 1985

Capital Projects BPXCA

OTHER APPROPRIATED FUNDS

AGENCY PROGRAM

Planning for University Hall, Mathematics, Health and Physical Education and Life Sciences facilities, UM

\$200,000 -

Appropriations shown in the other appropriated funds column for planning at the University of Montana may utilize funds other than the General Fund.

TANK SERVICE AND THE

Jim Wilson Mayor



Exhibit #15A 3-13.85 HB 508 Opsahl

Dear Mr. Tveit:

As you know the citizens of the City of Dillon have long had a wish to become the home of the Montana Law Enforcement Academy and today we could not overstate our wholehearted desire to welcome the MLEA to Dillon.

We are offering one of the most majestic buildings in the State of Montana, along with the beautiful campus of Western Montana College, the only unit in the university system which has proven its desire to serve the academy.

As Mayor of the City of Dillon. I strongly urge you to consider our sincere desire of the MLEA move to Dillon.

y Sincerely,

J.A. Wilson

WIL

⊸™ayor

Mr. Larry Tveit. Senator Long Range Planning Committee Legislature of the State of Montana Helena, MT. 59601

COUNCIL RESOLUTION NO. 619

WHEREAS, the City Council of the City of Dillon met in regular session on February 6, 1985 and offered the City's complete cooperation to the officials of the Montana Law Enforcement Academy; and

WHEREAS, it is considered that it would be in the best interest of the City of Dillon if said Law Enforcement Academy was located in Dillon:

THEREFORE, be it resolved by the Council of the City of Dillon.

Montana: That the Mayor is hereby authorized and empowered to
welcome and support the Montana Law Enforcement Academy and
its officials in that agency's consideration to move to Dillon.

Montana.

MAYOR

ATTEST:

CITY OF EDV

STATE OF MONTANA)
County of Beaverhead) ss.
CITY OF DILLON)

I. ROBERT G. DWYER, City Clerk of the City of Dillon, Montana, hereby certify that the above is a true copy of a Resolution unanimously adopted by the Council of the City of Dillon at a meeting held on the

6 day of February .19 95

Wolcert J. Wieger

BEAVERHEAD

County Commissioners



Dillon, Montana

February 28, 1985

Representative Bob Thoft Chairman Long Range Building Committee

Dear Bob:

The Beaverhead County Board of Commissioners would like to lend our support to the location of the Law Enforcement Academy at Western Montana College in Dillon.

We feel the facilities being proposed would accommodate the school at a great savings to the State's taxpayers, while at the same time providing the desired univeristy/college surroundings.

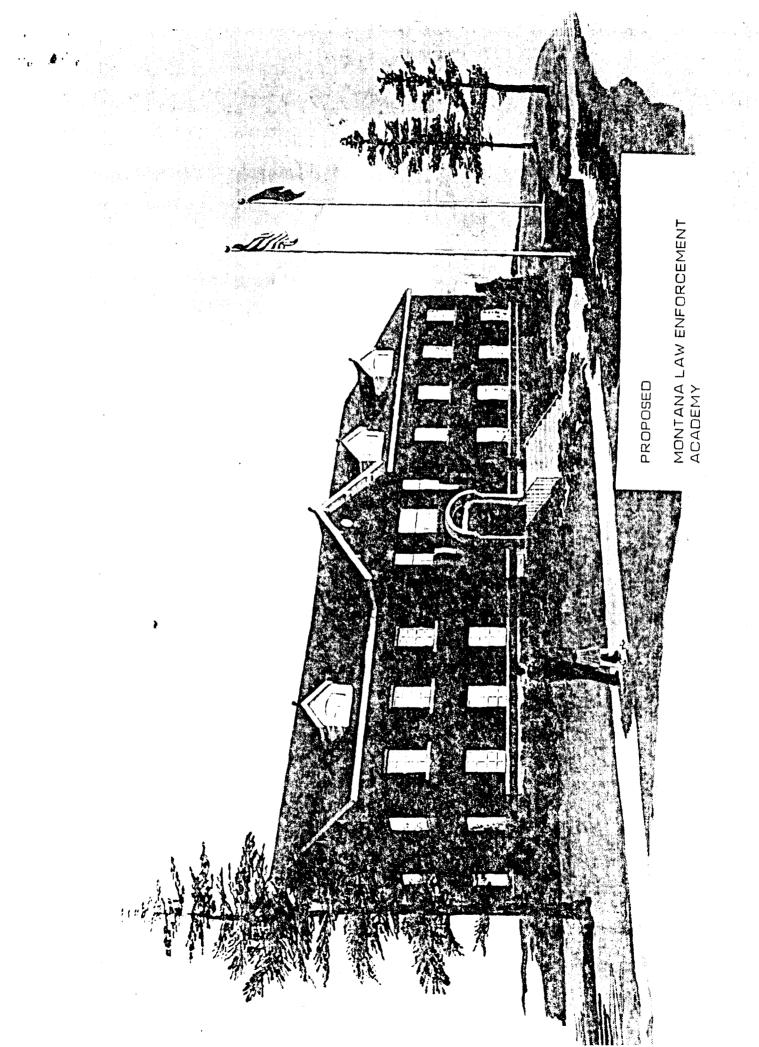
One feature of the Dillon plan is to renovate the old Barrett Hospital building to provide needed administrative facilities. We feel the funding for these improvements could be paid for out of proceeds from an Industrial Revenue Bond which our Board would gladly sponsor. It is our understanding that the State of Montana would reimburse our county for these outlays at the appropriate times, possibly through a rental agreement.

In addition to the physical plant being offered, this community is proud of the quality of lifestyle that can be offered to those who live and work here. We are sure the choice of Western, for the location of the Academy, would provide both the complex and atmosphere needed to stimulate success in this undertaking.

Very Truly Yours and With Best Personal Regards,

John Eliel, Chairman Beaverhead County Board of Commissioners

JE/pk



BARRETT MEMORIAL HOSPITAL

1260 South Atlantic Dillon, Montana 59725 406-683-2324

January 10, 1985

To Whom This May Concern:

Re: Disposition of Old Hospital Building and Site

At a special meeting of the Board of Directors of Barrett Memorial Hospital in Dillon, Montana on January 10, 1985, discussion was held regarding a proposal for trade of the old hospital building and site to the Montana Law Enforcement Academy. The acquisition of the site by the Academy is not deemed to be detrimental to our medical facility.

The Board moved, seconded, and passed a motion that they would be willing to accept a trade for land adjacent to the hospital of like value (approximately 1 acre) in return for the site and structure of the old hospital building.

Respectfully,

Don K. Shaffner, Chairman

Board of Directors

DS/jm

THE OLD BARRETT HOSPITAL

The old Barrett Hospital was built in 1922 for the community of Dillon. Montana, and is located diagonally across the street from the Western Montana College. The structure has four floors, including the attic, and totals 17,604 square feet of usable space.

A comment by A. A. van Teylingen
Facilities Planning Consultant
The Montana University System
Helena

"...the building's shell and structure are in a remarkable state of preservation. There is no evidence of movement and the brickwork is almost as good – in general – as the day it was laid. The interior, however, has not fared so well. Since it has not been in use for several years and has been open to anyone who happens by, the finishes have deteriorated rather badly. Many windows are broken, doors removed, plumbing fixtures torn down, etc. And, of course, litter is to be found everywhere..."

from a letter dated Oct. 24, 1980

Firms who have studied the building:

Don L. Bott A.I.A. 0309 2nd Street Lewiston, Idaho 83501

Stan Reifel Associates Arlee, Montana

James R. McDonald Architects PC Box 8163 Missoula, Montana 59807 Dear Butch.

As you've probably heard, a Mr. James Whaley from Helena was here to look over the old Barrett Hospital Facility. I went along to assist them. I'd have to say I believed Mr. Whaley had his mind made up against using the building before we were inside.

And when his comments came out in the press. I was more sure than ever that his mind had been made up in advance of his visit.

I'd like you to know that he spent no more than 45 minutes. if that, inside the building. It was very dark and we had to use a flashlight. He made only 3 measurements and took little time to look at anything.

Having been in the construction business. I really have to question his conclusions. He disputes other architects who have spent considerably more time and effort determining what it would cost to remodel that building.

Sincerely,

Jack Wheekly

Hospital Maintenance fack Wheefel





OFFICE OF THE PRESIDENT

February 22, 1985

TO: Whom It May Concern

FROM: Bob Thomas, President

Western Montana College

RE: WMC Service to Law Enforcement Academy

Mr. Bill Lannan of the Commissioner's Office of the Montana University System has shared with me the letter of February 5, 1985, from Ted Huber, Criminal Justice Programs Manager. Mr. Huber's letter outlines the capabilities and services provided by Montana State University in cooperation with the current Law Enforcement Academy program.

Mr. Butch Opsahl, Director of the Beaverhead Chamber of Commerce, has requested that WMC address its capabilities of serving the Law Enforcement Academy in the community's bid to move that program to Dillon. Western Montana College is pleased to cooperate in these community efforts, and is supportive of the proposal to accommodate the Academy in Dillon. The College does want to make clear to all parties, however, that the concern to place the Academy in Dillon should not be construed as vital to the health or future of WMC.

In a general comment regarding its capabilities, it would be ridiculous to assert that WMC can complement the Academy with the same level of resources available at MSU. Size and breadth of programs in comparing the two institutions logically points to the greater capabilities of the larger institution.

On the other hand, there are many of the services outlined by Mr. Huber which are readily available on the Dillon campus. Furthermore, the possible relocation of the Academy does not preclude a continuing relationship and applied expertise from the more specialized resources at Bozeman.

With this preface, permit me to address point by point those services listed by Mr. Huber which are currently provided by MSU, and the corresponding capabilities at WMC.

1. Film and Television capabilities, though certainly not as extensive as at MSU, are nevertheless available at Dillon. The audio-visual educational program includes cameras, monitors, photographic darkrooms (3), and instruction in the utilization of these technologies.

WMC is not on the cutting edge of satellite transmission training developments, but as a member of the Montana University System is likely to develop participation in such academic outreach when the resource development matures.

- 2. WMC offers introductory courses in sociology and graduate courses in behavioral science. WMC does not currently offer specific programs in criminology or corrections. The institution does offer a more general two-year program in human resource management.
- 3. Emergency medical training is a standard offering at WMC in coordination with the College's sports medicine emphasis. Furthermore, the community has an outstanding, modern capability in equipment and training of emergency medical services. The Dillon college does not have a program in nursing or WAMI-related training.
- 4. The WMC library would certainly be available to the Academy. It's specific relevance would have to be determined and developed.
- 5. WMC does not maintain a firing range. The capability for developing a small indoor range exists within the basement of the Physical Education Complex. The more logical solution for the Academy, regardless of location, appears to be in the new construction of a specialized facility.
- 6. Food Service is readily available on the Dillon campus, both in the College cafeteria and at the campus snack bar. Flexible plans for meal tickets at the cafeteria can easily be developed.
- 7. Radio Engineering is not currently taught or available at WMC.
- 8. Health and Physical Education facilities are available to be shared, with appropriate enrollments or fee payments, by trainees from the Academy. Current facilities include two full-sized gyms, racquetball courts, weight-training room, exercise-dance areas, showers and lockers, and staffed training/therapy areas.
- 9. Extension programs are offered by WMC as with all units of the Montana University System. It is probably logical for MSU, given its programs in criminology and corrections, not to relinquish this role for peace officers.
- 10. Speech communications is regularly taught at WMC by qualified faculty.
- 11. Engineering expertise is not within the scope of WMC's programs.

12. General services available at WMC, as at MSU, include arts and photo capabilities, reproduction equipment, campus stores, WATS (in-state) line, and a fully equipped learning resource center (library, microcomputer laboratory, audiovisual).

In addition to the above, WMC has the capability of isolating and pledging fifty (50) rooms in its residence halls, and possibly up to 25 more. Parking is abundant on and around the campus.

Should the economic factors point to the advantages of the Academy relocating in Dillon, the specific services available might be greatly enriched by developing arrangements whereby Academy trainees are formally enrolled with the College simultaneously with their training program. Such cooperation would not only give the potential peace officer the formal genesis of an academic degree program, but the social/cultural invitation to participate fully in theater, entertainment, intramural and concert programs during their stay in the community.

As a small campus and community, the added human resources would be welcomed and, I believe, mutually enriching.

xc: Butch Opsahl
Dan Shively
Terry Cypher



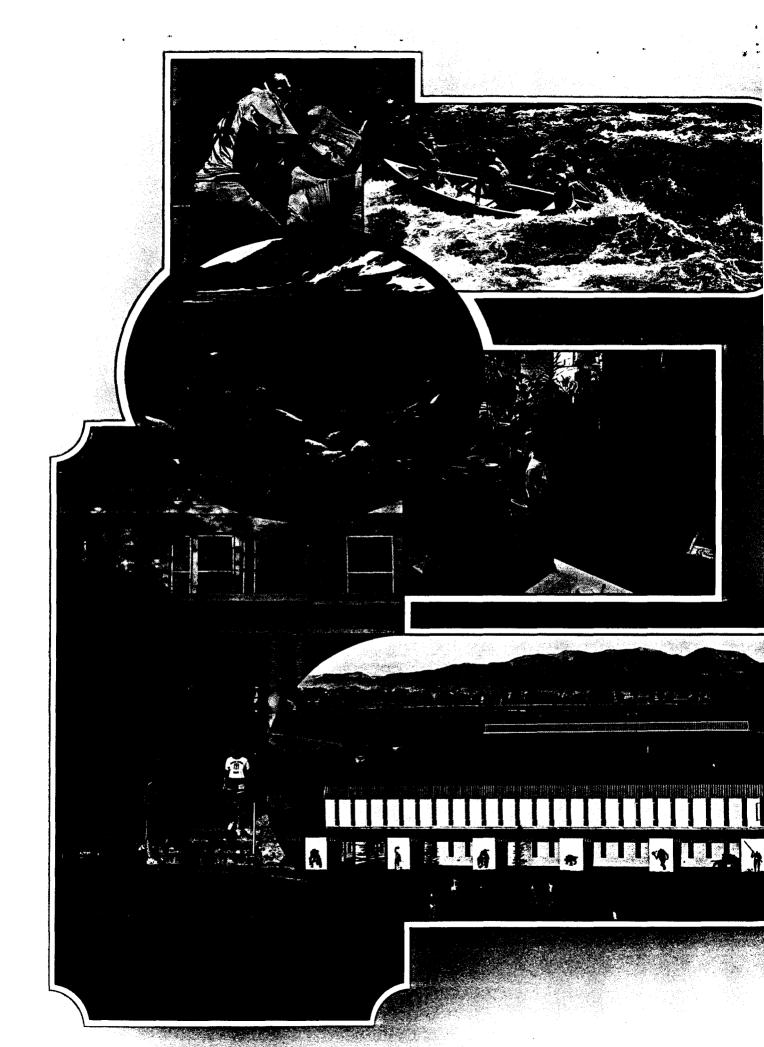
A Spirit of Place...

Intimacy of Involvement . . . in a community of students and staff where it is traditional to interact with the total campus family.

Nurture of Nature . . . in a setting which daily bespeaks the beauties of creation and instills a sense of perspective attuned to life's rhythms.

Communication at WMC accentuates a person-to-person theme. Future teachers explore the magic of empathy. Future managers come to understand the dynamics of behavior. Future leaders delve into our heritage—of history, cultural arts, literature, and recreational advantages.

Western Montana College's educational philosophy embodies experience, as well as exposure, and provides a learning laboratory which can best be described as . . . "A Spirit of Place."



DILLON, MONTANA

Nestled beneath towering Rocky Mountain peaks, the City of Dillon has since 1893 provided a picturesque setting for Western Montana College.

Originating as an early-day railroad camp, Dillon now serves a population of 6,000, a rapidly-expanding business section catering to student needs, and an envied location which offers an unparalleled variety of all-season attractions for the outdoor sportsman. The historic mining camps of Bannack and Virginia City, as well as Yellowstone Park, are within short drives from the campus, while the majestic wonderland of Glacier Park is easily accessible for weekend visits.

THE CAMPUS

Individualized and personalized education has, over an 88-year era, evolved as a distinct trademark of Western Montana College. Rapport between students, staff and townspeople reflects the famed hospitality of the Old West, providing an atmosphere unique to the collegiate experience.

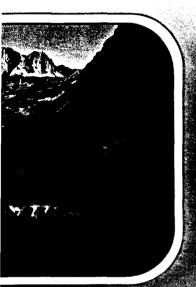
The compact 34-acre campus houses 16 major structures including the more recently-built Library, Science, and Physical Education complexes—all functionally situated to assure easy access.

The college enrolls a relatively small student body of approximately 1,000 students, which permits a low student-faculty ratio and promotes the highly-individualized teaching concept. Spacious classrooms framed by towering pines, snowcapped peaks and the inspirational serenity of alpine splendor are attracting increasing numbers of scholars to Western Montana College's newest campus adjunct, the Birch Creek Outdoor Education Center, sited in the scenic Pioneer Mountains 23 miles northwest of Dillon.



ATHLETICS

Western's Bulldogs and Lady Bulldogs are perennial championship contenders in Frontier Conference arenas.



Men's intercollegiate programs span football, basketball, track and wrestling through their membership in the Frontier circuit and District 12 of the National Association of Intercollegiate Athletics.

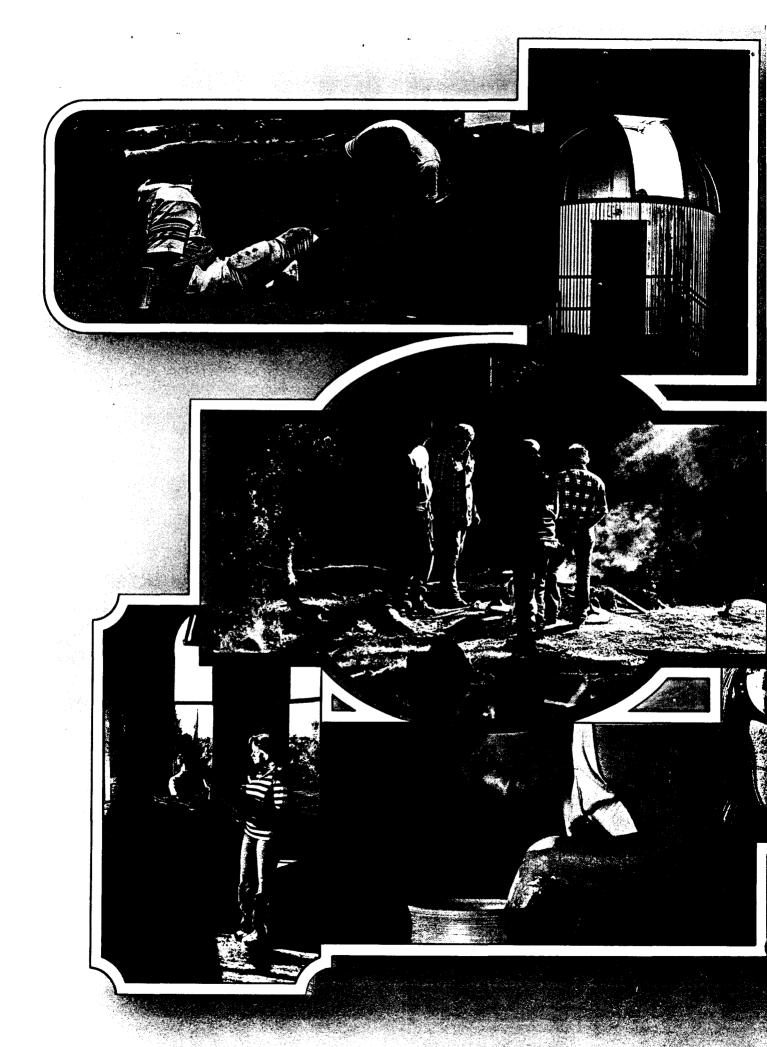
Western coeds compete in basketball, track and volleyball as members of the Frontier Conference and the Northwest College Women's Sports Association.

INTRAMURALS

A major attraction for the vast cross-section of Western's student body is the extensive Intramurals Program, ranging from basketball to billiards and football to fishing.

Afternoon, evening and weekend activities lure equal representation from guys and gals for an all-season array of fun and games, indoors and out. Athletes and non-athletes alike converge for these low-key competitions where the single requirement is "Enjoy!"





STUDENT CRGANIZATIONS & ACTIVITIES

Extra-curricular activities provide a total college experience and Western's campus organizations and special offerings receive high marks from students themselves. Service clubs and campus organizations annually direct



wide-ranging projects involving both college and community.

And, for off-campus jaunts, the Dillon area is unsurpassed in recreational opportunities. Nearby mountains, lakes and streams are nationally-noted for their fishing and hunting. Equal enticements abound for skiers, backpackers and snowmobilers in the vast, primitive reaches of Beaverhead County—truly a paradise for the outdoor sports fan!



ROTE.

Leadership and management training are key facets of the Reserve Officers Training Corps program. Basic courses require no military commitment. However, young people interested in U.S. Army careers may be eligible for ROTC scholarships which include full tuition, textbooks, lab fees and up to \$1,000 for each year the scholarship is in effect. Advanced courses prepare college-trained officers for the Army, National Guard and Army Reserve.

STUDENT SERVICES

Orientation and Counseling ease the transition from high school to college under the guidance of professionals skilled in the resolution of both academic and personal goals.

On-Campus Entertainment occupies an around-the-calendar spotlight, beamed by a full-time director and his nine-member

student program council. Attractions include concerts, dances, lectures, social functions, educational programs and special events staged by student groups. Supplementing those features are college musical and dramatic productions, along with performing artists secured under community auspices.

Housing—Over 300 rooms are available in the modern resident hall complex which includes three men's dorms, the women's hall, and an honors unit for seniors and graduate students. Head residents with their undergraduate resident assistants help to insure a friendly, at-home atmosphere in each hall. Married students may choose one- or two-bedroom units in the apartment complex, adjoining the dorms.

Placement, the bottom line of college careers, receives concentrated emphasis at Western where, year in and year out, graduates advance to rewarding positions in a variety of professional fields. Others, following undergraduate preparation, may elect to pursue further skills in graduate school programs of medicine, law, dentistry or veterinary medicine.



FINANCIAL AIDS

Prospective collegians with limited resources are discovering new routes to higher education via lucrative avenues of financial aids. Over 60% of Western's student body receive assistance through varied programs including work-study, grants and loans. Substantial scholarships at all class levels are funded by WMC's Foundation, Booster Club, Century

Club and private donors. A student's financial aid "package" is determined by what the family can contribute, measured against total costs. Invariably, students with proven needs and demonstrated academic credentials can realize college ambitions with the help of one or more financial aid programs.

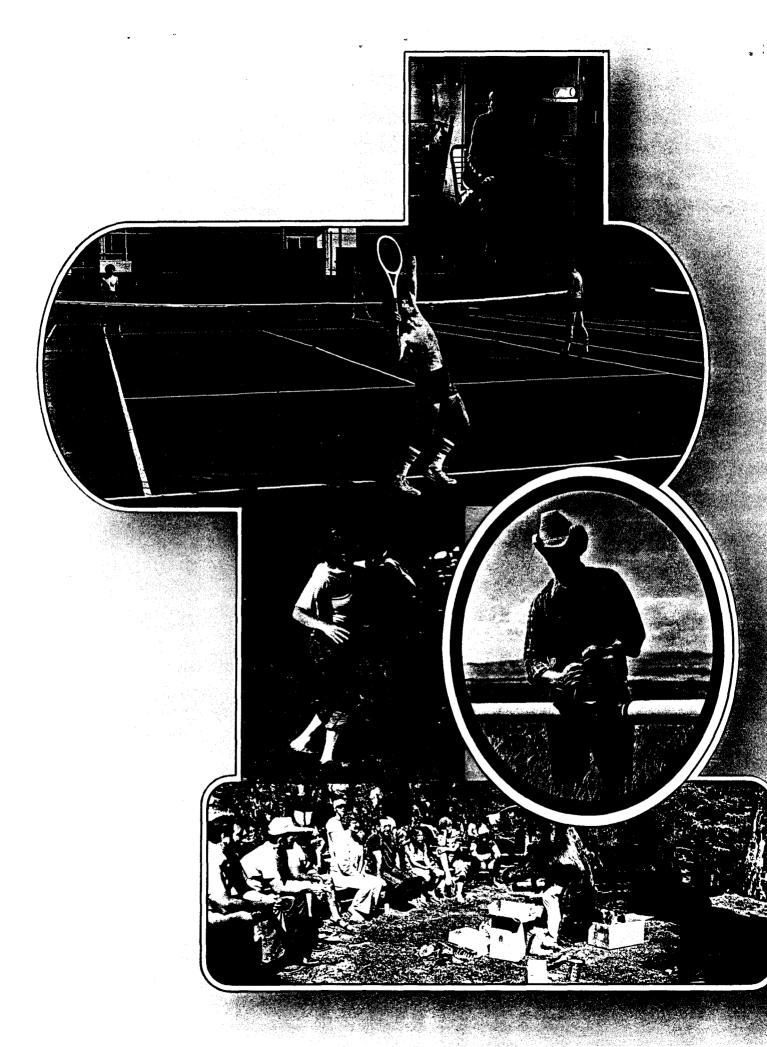


Entrance into the Western family is simplified and straightforward.

New students file application forms together with official high school transcripts, American College Testing (ACT) or Scholastic Aptitude Test (SAT) scores, and a standard housing form.

Transfer students submit application forms, transcripts from each college previously attended, and the housing form. Inquiries can be directed to the Office of Admissions, which will assist in resolving any special problems.





BACHELOR DEGREES

Through an ever-broadening range of degree offerings, Western Montana College is opening new avenues toward career opportunities for young people who will discover the special magic of "A Western Experience in Education."

For those who have yet to establish educational and occupational goals, WMC will provide basic programs—including two-year associate degrees—as foundations for future specialization in the students' chosen areas.

Secondary Education:

The Bachelor of Science degree in Secondary Education qualifies graduates for teaching careers in Art, Music, Business, Industrial Arts, Mathematics, Biological Science, Physics, General Science, English, History and Social Science, Chemistry, Reading and Library, and Health and Physical Education with concentrations in Sports Medicine or Athletic Coaching.

Elementary Education:

A specialized, comprehensive program prepares graduates for teaching in elementary fields ranging from kindergarten through eighth grades with concentrations offered in Reading, Library Science and Rural Education.

Natural Heritage:

This unique WMC program affords a challenging opportunity to combine a traditional liberal arts curriculum with in-depth study of the natural resources of the Rocky Mountain region. Field trips include visitations to such natural wonders as Yellowstone, Glacier and Grand Canyon National Parks.

Graduates of this program have initiated exciting careers in such fields as tourism, Fish and Game, Bureau of Land Management and Forest Service.

ASK US

about our new programs in

Business & American Studies

Associate Degrees:

These two-year programs are recognized by business and industry as valued credentials for employment and assure solid foundations for the student who may wish to later specialize in a four-year degree program.

uman relations, this behavioral management lic Service and Institution-Human Services. h both state and private agency internships.

POST-GRADUATE OFFERINGS

Master's Degree in Education
With concentrations in Guidance-Counseling
and Education

Fifth Year Professional Certificate for Teachers

STUDENT UNION

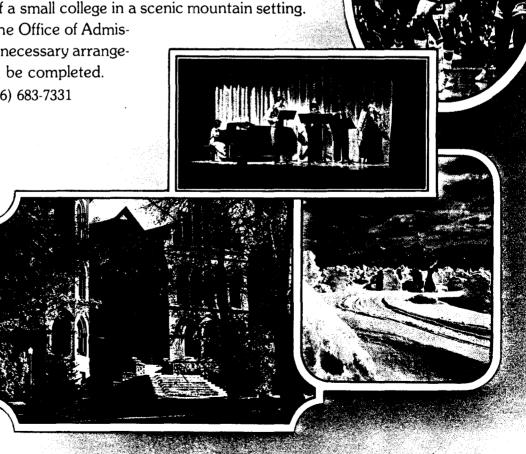
Relaxing in the lounge, watching a favorite TV program, browsing in the bookstore or enjoying a sandwich and coke at the snack bar—those are just a few of the diversions available in the SUB. Also incorporated within this central gathering site are student government headquarters, the popular games room, information on campus activities and those welcome opportunities for quiet chats with friends from student, faculty and administrative ranks.

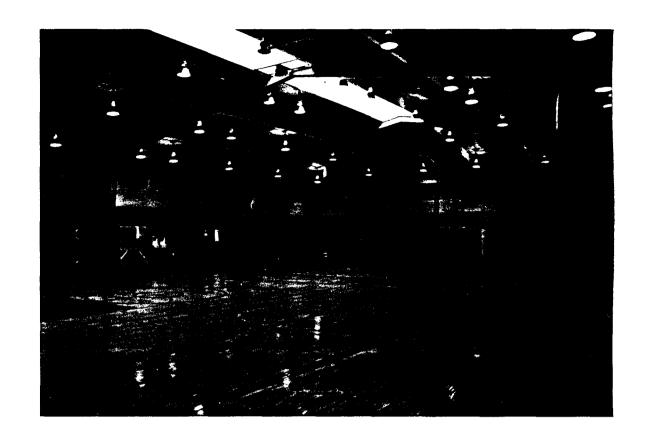
Campus Visits

The true test in selecting a college is to view it firsthand, meet its people, tour its campus, and explore its programs. Western cordially invites all prospective students and their families to experience the special essence of a small college in a scenic mountain setting.

Contact the Office of Admissions and necessary arrangements will be completed.

Phone: (406) 683-7331







FROM MINUTES OF THE LONG-RANGE PLANNING SUBCOMMITTEE JANUARY 21, 1985

"...Mr. Greely stressed a need for a permanent structure for the academy..."

Harold Hanser: "...he said the present facility is limited in size and space and therefore limits the training of law enforcement officials..."

Lonn Hoklin: "...it offers 1/5 of the space needed to operate the academy.

The present facility also was never intended to be the permanent home of the academy..."

"...this is the last opportunity the Legislature will have to make provisions for the new facility before the lease expires..."

Mr. Paul Neuffer: "...close proximity of homes to the firing range creates a very dangerous situation..."

Dusty Deschamps: "...Missoula County Attorney said the increasing professionalism and abilities of law enforcement officers is attributable to the training programs at the academy. He said he felt the present facility is inadequate for such a quality program..."

Mike McGrath: "...Lewis & Clark County Attorney ...said local governments are liable if officers do not receive training and the academy is definitely needed in providing proper training for law enforcement officers..."

OFFICE OF THE SHERIFF MADISON COUNTY, MONTANA

JOHNNY FRANCE Sheriff Post Office Box 276 Virginia City, Montana 59755

Emergency 843-5351 Business 843-5301

March 11, 1985

To Whom it may concern.

Gentlemen,

I feel a need to express my deep concerns about the future of the Montana Law Enforcement Academy.

In part, some of the current problems associated with the present location of the MLEA are; over-crowding at the Academy and also on the MSU campus, with associated conflicts in availability and use of MSU facilities by the MLEA students, the distance of MSU food services from the MLEA requires that the MLEA students drive three times a day for their meals, the community and university acceptance of the Academy is not, nor has ever been very high, and the current expenditures for the lease of the buildings at the Academy is unacceptably high at over \$150,000 per year, consideration of the Attorney General's proposed expansion plan at Bozeman is viewed as unreasonable from the financial aspect, requiring an appropriation of approximately 7.4 million dollars to complete.

The proposed relocation of the Academy to Lewistown also demonstrates major draw-backs; first and foremost is the lack of a branch of the University system nearby for facility and faculty support which is absolutly necessary, library, food, and janitorial services are non existant and will increase

the proposed costs, inital costs for the transfere and set up at Lewistown are unacceptably high when compared to other possible locations.

The proposal to relocate the MLEA at Dillon stands out as a superior choice. Located across the street from the Western Montana College Campus, facility and faculty support will be just minutes away. Food service at the campus will be utilized for the Academy students, library, janitorial, and other facilities are readily available, requiring little to no expansion of services currently available. Due to the lack of over-crowding at Western there will be few if any conflicts with the MLEA students utilizing the facilities there. Dormitory space for one hundred students will be continually available, with much more student housing space during the summer months. Every other requirment that the Attorney General specified will be provided, and community and College support is extremely high for the relocation of the Academy at Dillon. The necessary remodeling of the building to be used will be financed by Industrial Revenue Bonds, requiring NO major appropriations by the Legislature. Ownership of the Academy will be transferred to the State of Montana upon pay-back of the Bonds.

I strongly recommend that a decision be made in this Legislative session for the relocation of the MLEA to Dillon. The current lease on the Academy site at Bozeman will expire in 1987, if a decision is made now, all preparations for the new location can be completed by the time the current lease expires, and the transition will be simplified.

Precious time should not be wasted on an Interim Committee Study as the facts are clear and available $\underline{\text{NOW}}$. If the issue is put to an Interim Committee at this time it could be four years before a decision is made, and the Academy relocated and operational, with additional and unnecessary costs to the tax-payers of this state.

The Dillon proposal is by far the most preferable and least expensive with the benefits of existing facilities and room for expansion, while meeting the Attorney General's specifications. Action this Legislative session concerning the MLEA move to Dillon will provide a simple and economical transition in 1987.

With regards; Johnny France Sheriff, Madison County

COMPARISON

Present Temporary Quarters in Bozeman/Proposed Dillon 1	1 Facilities
---	--------------

1. Based on maximum enrollemnt of 100 cadets

. Using actual expenditures, 1984 LFA Expe	enditure Inform	ation
. Using MLEA schedules, 1986 Lease cost/Bo	ozeman	
. Assumes 21,910 student days - actual was	9,484	
e.	BOZEMAN	DILLON
CONTRACTED SERVICES	¢ .	
ncludes: consulting & professional, insur-	-	
ance & bonding, printing, photography,		
education & training, engraving, printe		
targets		
includes: FOOD SERVICES		
MCIddes. Dolvinioni a Linondai	inci in lease .	
SUPPLIES & MATERIALS		
includes: educational, minor tools, photo		
& reproduction, printing, gasoline,		
forms, ammunition, books, & reference paper, photographic, office supplies,		
data processing	\$27,224 .	\$27,224
COMMUNICATIONS	\$10.000	610 000
ncludes: telephone, postage & mailing		
RAVEL		
includes: in-state & out-state, personal		
& commerical travel, meals, &	*20.055	420.055
lodging	\$28,966 .	\$28,966
RENT		
includes: data processing, office equip-		
ment, postage meter, educational film,		
gas cylinders, meeting rooms		
includes: LEASED MODULAR BUILDINGS *includes: 3 ADDITIONAL LEASED MODULAR		N / A
BUILDINGS	\$58,324 .	N / A
includes: LEASED RENOVATED FACILITIES	N / A .	\$121,000
MTT TOTAL		
JTILITIES includes: electricity, garbage & trash,		
propane	\$ 935 .	\$ 1,000
includes: HEAT		
REPAIR & MAINTENANCE includes: building & grounds, office equip		
ment, vehicles, tires, data processing		
educational equipment, maintenance	•	
contract		
includes: JANATORIAL	incl in lease .	\$10,600
OTHER EXPENSES		
includes: dues, subscriptions, fees &		•
freight	\$ 2,273	\$ 2,273
EQUIPMENT		
ECOLOR FULLINA		
includes: data processing, educational, office & films	\$10.061	\$10.061

^{*}Includes food at 1985 rates of \$10.50 per day in Bozeman and \$9.25 per day in Dillon, estimated missed meal factor of 43.1 percent.

^{**}Additional modular units needed to increase enrollment at Bozeman: Facilities to serve 100 cadets at one time would require 3 additional modular units at Bozeman. Based on existing contract, 3 units would increase the lease cost by \$58,324.

^{1. 2} additional modular units for dormatory space

^{2. 1} additional modular unit for classroom space

Exhibit 17 3-13-85 Lestimony By HB 508 William I Chidenson March 13, 1985 Helenn Mr. Chairman, members of the Committee, my name is William Chalerson. I live In Sillon and serve on the Western Montana College Youndation Board, and on The Beauchead County, Chapout Brand. The m Beaverhead County a City of Sillon, and at Matern Montana College want, and swould welcome the Law-Enforcement Academy in Sillon Montara. These people would be a welcome addition to our College and Community. Our College Foundation has raised money throughout Montana and The northwest and is now Completing a peantiful outdoor educational Society on Buch Creek in The Plonecof Mountains first 20 miles month Ol Willow. This Southy well also, be Evailable year hound for ouldoor search and nescut and other the per of training. Gun Uniport Board has worked Not the bush three years in trying to build a now 6500 ft. hoved renway at The Villon Geoffort. The

Beareshead County Commissioners Miss last week approved sequired to acquire the necessary hard to constitued the new sunway This is just another good Allow that is be Completed in 1987, Me 4000 St. That is being used bu mult-Engine arcraft more each does Birch Creek Project is built at no cost to the toy pay and only 10% of the total poor Cost of the Chrysont improvement wil shoul to be hard by Beowshead County star parters. a Condlusion, we usge your 3. 508, and the move in Montaine College Thank you for

Exhibit # 18 3-13-85

DILLON FOR THE MLEA #8 508

DRGANIZERS

John Eliel, chairman, Beaverhead County Commissioners

Jim Wilson, MAYOR, City of Dillon

DAN Shively, MEMBER MONTANA Ambassadors, President Norwest Bank

Wilbur Anderson, MANAGER, Vigilante Electric

Bob Thomas, president, WESTERN MONTANA COLLEGE

Rick LATER, sheriff, BEAVERHEAD COUNTY

PAT Clark, Chief of Police

TOM BROSSART, EdiTOR AND publisher. The Dillon Tribune-ExamineR

KAREN CASTLEMAN, DRESIDENT BEAVERHEAD County Chamber of Commerce

Dr. Robert English, optometrist

JERRY JACK BOYD, CPA

BUTCH Opsahl, Beaverhead County ECONOMIC DEVELOPMENT DIRECTOR 683-4245

FUTURE HOME OF THE MONTANA LAW ENFORCEMENT ACADEMY

Secretary, Long Range Building Committee

We are not taking the approach that the cheapest way is the best way for the future of the Montana Law Enforcement Academy. We have a sincere respect for the institution and its future.

When the court systems, the social systems, and even the criminal systems are growing more sophisticated, we cannot condone anything but professional education and training for our law enforcement officers and other criminal justice personnel.

Law enforcement's close association with our University system and its resources is essential.

However, if we can provide comparible facilities and maintain the professionalism of the Montana Law Enforcement Academy at a lessor cost to the taxpayers of Montana. then common sense makes us the logical choice.

Dillon is the common sense alternative for the future home of the Montana Law Enforcement Academy.

Thankyou...

MONTANA LAW ENFORCEMENT ACADEMY

DILLON

COMMON SENSE

ALTERNATIVE

Exhibit #19 3-13-85
HB 508 Clark ==

EVERYONE SEEMS TO AGREE THE MONTANA LAW ENFORCEMENT ACADEMY NEEDS A
PERMANENT HOME. THE PRESENT FACILITIES ARE LEASED AND BECOMING WORN OUT AFTER
EIGHT YEARS OF SERVICE. PRESENTLY THE ACADEMY IS IN MODIL AR BUILDINGS

DESIGNED TO BE USED ON A TEN YEAR LEASE. THEY ARE CONSTANTLY IN USE BY LAW
ENFORCEMENT OFFICERS IN SCHOOLS RANGING FROM A WEEK TO EIGHT WEEKS IN LENGTH.
ALTHOUGH THE MAINTENANCE PERSONNELL DO A COMMENDABLE JOB, THERE IS ALWAYS

SOMETHING IN NEED OF REPAIR. IF AN OFFICER HAS A ROOM NEXT TO THE REST ROOM
HE GETS TO LISTEN TO THE DRIPPING SHOWER ALL NIGHT, OR IF HIS ROOM IS NEAR THE
ENTRANCE HE LISTENS TO ANY LATE COMMERS IN THE NIGHT, OR IF HIS ROOM IS AT THE
FAR END OF THE DORM HE MAY NOT RECEIVE THE HEAT THE OTHERS DO.

FOOD SERVICE FOR THE OFFICERS PROVIDES GOOD FOOD, BUT IT IS NOT PARTICULAR HANDY FOR THE OFFICER OR STAFF AT THE ACADEMY. THE MEALS ARE ON CAMPUS AND ABOUT 10 BLOCKS FROM THE CLASSROOM. THIS MEANS THE OFFICER CAN WALK AND USE 15 MINUTES EACH WAY OF HIS MEAL BREAK OR DRIVE TO THE LUNCH AREA AND FACE A CONSTANT SEARCH FOR A PARKING PLACE.

THE FIREARMS RANGE SEEMS TO BE A CONSTANT PROBLEM LATELY. THE AREA RESIDENTS FEEL INFRINGED UPON BY OFFICERS IN TRAINING. AT SOME SCHOOLS AN OFFICER SPENDS MOST OF A WEEK ON THE RANGE. SOME OF THIS TRAINING IS IN FOUL WEATHER OR DURING THE NIGHT. THE RANGE IS A VERY NEEDED AND NECESSARY PART OF ANY LAW ENFORCEMENT OFFICER'S TRAINING. PROCEDURES, SAFETY MEASURES, FAMILIARITY, FIREARMS USE, CHEMICAL AGENTS USE, AND CAPABILITIES OF OFFICERS AND WEAPONS ARE NECESSARY SKILLS NEEDED TO PROTECT AND SERVE THE PEOPLE OF MONTANA WITHOUT UNDUE INJURIES OR CIVIL LIABILITIES. THERE IS A BASIC TRAINING SCHOOL ONGOING NOW AT THE ACADEMY AND THIS IS THE WEEK TO BE ON THE RANGE AND THERE IS CONCERN AMONG THE TRAINEES AS TO WHETHER OR NOT THEY'LL GET THE NEEDED TRAINING.

DILLON CAN IMPROVE ON THESE ITEMS AND IN AREAS OF NEEDED EXPANSION OF TRAINING AREAS. MONTANA HAS GOOD LAW ENFORCEMENT TRAINING AND NEEDS TO STAY ON TOP OF THE NEEDS TO MAINTAIN GOOD PROFESSIONAL LAW ENFORCEMENT OFF CERS IN OUR STATE.

Exhibit #20 3-13-85 HB 508

ABOUT THE ARCHITECTS

Several architects have worked on the old Barrett Hospital in different ways and for different reasons. From the beginning, we have relied on estimations from these people, not from our own guesswork.

In 1980, A.A. van Teylingen, Facilities Planning Consultant made very positive and complementary comments about the remarkable state of preservation the building is in. In looking at the feasibility of constructing married student apartments Mr. van Teylingen stated that: "assuming the worst his figure would be \$600,000..."

Stan Reifel Associates from Arlee. Montana spent considerable time looking at the building for the purpose of developing an Art Gallery there, and proposed a figure of \$486,537...this was done in December of 1983...

Don L. Bott, A.I.A. from Lewistown, Idaho, who has a track record of designing and renovating historic buildings looked first at the facility for a group of Doctors for the purposes of building a clinic there...his figure: \$697,500...

James Whaley, A & E, State of Montana spent less than 45 minutes at the building ...his figure: \$1,217,600...Mr. Whaley, by the way, is involved in the design of the \$7.5 million proposal for the Academy in Bozeman.

Don L. Bott, from Lewistown, has spent more time, reviewing the building on our behalf. Using the architectural summary assignments from A & A, Mr. Bott is usggesting a figure of \$643,335.

At this point, these comments may be academic because, as you will here shortly, our proposal involves building the facility locally with private money.

Our proposal will let you know what you're up against going in....

- 1. Married student housing was rejected by the new hospital as a noise threat to hospital patients
- 2. The Art Gallery was turned down by the legislature
- 3. The clinic concept did not go together because of a lack of committment by all of the group
- 4. The Hospital board has approved the MLEA as a desirable neighbor. Copy of letter in the folder.

Carriage House Realty
BOX 857, 116 E. REEDER DILLON, MT 59725

RESIDENTIAL-COMMERCIAL-APPRAISALS-RENTALS-PROPERTY MANAGEMENT

406-683-421

Dear Butch.

As you've probably heard, a Mr. James Whaley from Helena was here to look over the old Barrett Hospital Facility. I went along to assist them. I'd have to say I believed Mr. Whaley had his mind made up against using the building before we were inside.

And when his comments came out in the press, I was more sure than ever that his mind had been made up in advance of his visit.

I'd like you to know that he spent no more than 45 minutes, if that, inside the building. It was very dark and we had to use a flashlight. He made only 3 measurements and took little time to look at anything.

Having been in the construction business. I really have to question his conclusions. He disputes other architects who have spent considerably more time and effort determining what it would cost to remodel that building.

Sincerely.

Jack Wheekly

Hospital Maintenance for following

WITNESS STATEMENT

NAME		Vil	Sin	ke	ســـــــــــــــــــــــــــــــــــــ		BILL N	10. <u>93</u> 6
ADDRESS		Mis	soulo				DATE	3/13/85
WHOM DO	YOU	REPRESENT?		lmi	, cef	MX.		
SUPPORT			OI	PPOSE			AMEND	
PLEASE I	LEAVE	PREPARED	STATEMENT	WITH	SECRETAI	RY.		
Comments	3:							

VISITORS' REGISTER

LONG-RANGE PLANNING SUB COMMITTEE

House Bills

BILL NO. 508 and 850 and 930

DATE MARCH 13, 1985

WORK SESSION - Renewable Resource Development

SPONSOR & Water Development Programs

			+
NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Dick Wollin	Polson Commer of Comm	930	
Elwin Bennington	Plan	930	
Wilbur Anderson	Dillon, MT	508	
Randall Johnnesup	Dillow, Mt	508	
DON CROSSER	Dillon, my	508	
J.m Mc I Saac	DILLON MT	508	
Myron Mortes	Dillan Mt	508	
1' - ' /	OILLON MT	508	
PAT CLARK Veil Sycklen	Missaula (Us/M)	930	
Sigf Toprdomais	selena (vory)	930	
John Tourdoding	Bigfork Mt.	930	
H Muria Valent	Polson, MT	930	
JACK A. STANFORD	BIGFORK HT	930	
Tom Donas	Charact.	٠,	
DON HUYPPA	DFWP HELENA		
Box opsall	DILLON, MT.	508	
Paul M. Prostorio State Reg	1 1	H13 850)
JOE TEOPILA	GREST FALLS	46850	
Jack Whitaker	Creat Falls	H.B. 850	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

LONG-RANGE PLANNING SUBCOMMITTEE

House Bills 508, 850 an					
BILL NO. Work Session - Renewable DATE MARCH 13, 1985 Resource Development and Water Development Programs					
	d Water Development Programs				
SPONSOR					
NAME (please print)	RESIDENCE	SUPPORT	OPPOSE		
		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			
RICHARD GGASVOOA	CASCADE CO.	NB 850			
ROGER YOUNG	Great Falls	HB850	HB 508		
Kolohn Mooney	(, //	46850			
	Saul Engly		101		
PATRICILL RYAW	Gir Fuzics	HB850			
Rick I STER	Remerboal Co. Step. FR	43508			
Bob Outy	Cover + Falls	48850			
Ben Rougel	i i	11			
Rib Theoline	Diller WMC	HB508			
Bol Worthers	City it Court Talls	HB 850	1		
Aldormson	City of Great Falls	HB 850			
BOB CHOMP DA	MADE OSET OF GIBRUALS	1	48850		
Bill Gosner	mont		141150		
LONN HORUN	ATTY GENERAL'SOFE	(IIII)	1-JB508		
- Helen O Cannell	Report Leg. Il Gall	INBS50			
$1 / \mathcal{V} = \mathcal{M}_{-} \mathcal{A}_{c}$		11000			

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

LONG-RANGE PLANNING SUBCOMMITTEE

BILL NO.	House Bills 508, 850 and 930 Work Session on Renewabl	e DATE M	ARCH 13, 1985				
SPONSOR	Resource Development and	Development and Water Development Programs					
NAME (pl	ease print)	RESIDENCE		SUPPORT	OPPOSE		
Mic	HAEL Monso	Dillow	WIT N	13508			
173HIL	HAUCK	HELEN	<u> </u>				
tom	Cornell	Helena					
Dan	Shirely	Dillon	PRO	13 508			
	<u> </u>						
			,				
					1		

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.