

MINUTES OF THE MEETING
EDUCATION AND CULTURAL RESOURCES COMMITTEE
MONTANA STATE SENATE

March 22, 1985

The 24th meeting of the Senate Education and Cultural Resources Committee was called to order by the Chairman, Senator Chet Blaylock, at 12:35 p.m. in Room 402, Capitol Building.

ROLL CALL: All committee members were present with the exception of Senator Smith who was absent.

EXECUTIVE SESSION

ACTION ON HOUSE BILL 454:

SENATOR REGAN moved House Bill 454 BE CONCURRED IN.

As a substitute motion, SENATOR PINSONEAULT moved HB 454 BE NOT CONCURRED IN.

SENATOR HAFHEY said if county superintendents really perform all the duties they have indicated, they should get the extra \$2000.

SENATOR YELLOWTAIL noted county superintendents serve a very important function in rural counties as they are often the whole school administration.

SENATOR PINSONEAULT said he felt there were several districts where the superintendents were just holding a retirement job. He said he promised himself if any money were spent it would be spent on basic education programs.

SENATOR PINSONEAULT'S motion (BE NOT CONCURRED IN) failed on a roll call vote (Exhibit #1).

SENATOR REGAN'S motion that HB 454 BE CONCURRED IN PASSED on a roll call vote (Exhibit #2).

ACTION ON HOUSE BILL 471:

SENATOR REGAN said she feels districts should have to join the co-op unless the district has a full complement of services in place in which case they can choose to join or not.

SENATOR BLAYLOCK said there are considerable federal and state dollars involved. However, he feels schools are obligated to serve all the students, and with the big schools out, not everyone gets those services. He felt it isn't fair and he doesn't like it.

SENATOR HAFNEY MOVED the inclusion of "must" in amendment #3, attached standing committee report. The motion CARRIED with Senators Blaylock, Farrell and Yellowtail voting no.

SENATOR BROWN MOVED amendments 2 and 3 as per the attached standing committee report. The motion CARRIED unanimously.

SENATOR MAZUREK MOVED amendments 1 and 4 as per the attached standing committee report. The motion carried unanimously.

SENATOR REGAN MOVED HB 471 BE CONCURRED IN AS AMENDED. The motion CARRIED on a roll call vote (Exhibit #3).

PRESENTATION:

Senator Blaylock introduced Cheryl Crawley, Director, Crown Agency Bilingual Education Program, Hardin. Ms. Crawley introduced Marlene Walking Bear, Program Director, and five students (see Exhibit #4 for complete list of names) who made a brief presentation on the program and read to the committee from a booklet of Crow legends and stories in their native tongue (Exhibit #4).

ACTION ON HOUSE BILL 549:

SENATOR MAZUREK MOVED HB 549 BE CONCURRED IN. The motion CARRIED unanimously with Senator Smith absent.

CONSIDERATION OF HOUSE JOINT RESOLUTION 22: REPRESENTATIVE RANEY, District 82, sponsor, said his resolution looks at all the facts and figures relevant to Montana and the drinking age. He said due to open space and low population Montana is unique and should not be compared to urban states and the solutions they have developed. He felt an interim study would give the needed time to design a comprehensive well developed program applicable to Montana's needs. He presented a copy of Public Law 98-363 to the Committee (Exhibit #5).

PROPONENTS:

MIKE MALES, Livingston, a drug and alcohol counselor who works with students, presented his testimony in support of the bill (Exhibit #6).

CHIP ERDMAN, Montana School Boards Association, said his organization has a vital interest in this area. His membership feels the lower drinking age affects all age peer groups in high school and even middle schools. He offered the resources of his organization to help with the interim study in any possible way.

JESS LONG, School Administrators of Montana, stated support for the bill as his organization is most interested in solving problems re alcohol and youth. He also offered the assistance of his group to the interim committee should it be established.

OPPONENTS:

DR. DAVID LACKMAN, representing the Montana Public Health Association, presented his testimony in opposition to the bill (Exhibit #7).

REPRESENTATIVE RANEY CLOSED by saying July 1, 1987, is the earliest state law can be changed, therefore, this bill is not a delaying tactic, but rather gives time for a proper study on what is taking place in Montana and how to address it properly.

CONSIDERATION OF SENATE JOINT RESOLUTION 32: SENATOR BROWN, District 2, sponsor, reviewed the bill which requests an interim study on the development of educational television for the state. He said the computer age is here and it is necessary to have access to a comprehensive and efficient system of accessing current developments across the nation and the world. Although some local schools and the University are using some educational television in their classrooms, it is spotty. It is in the public interest to look at an educational television system and develop a way to use the available money in the most efficient way.

PROPONENTS:

SHEILA CATES, Library Specialist, Office of Public Instruction, spoke in support of the bill.

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JOHN SCHANZ, Sidney, said KWSC-PBS Educational TV was established in June of 1983 in Williston-Sidney. Prairie Public Television was funded through gaming receipts in North Dakota. This is a non-profit organization which conducts casinos and gives a great deal of their profit to Prairie TV.

CHIP ERDMAN, MSBA, said educational TV is an excellent resource for children of all ages. He said it is imperative to expand access but it is unclear how best to do that. He supported the study as the best vehicle.

STEVE BROWNING, Helena, presented his testimony in support of the bill (Exhibit #8).

HARRIET MELOY, representing the American Association of University Women and the Board of Public Education, said AAUW has been supportive of educational television for many years. She said Montana is the only state with no educational television and urged the committee to support the study. She stated the Board of Public Education also supports the bill.

SHARON DICKMAN, representing the Montana Parent-Teacher Association, Three Forks, said that organization passed a resolution supporting development of educational television in Montana. She noted only $\frac{1}{4}$ of Montana's residences have public TV available to them at this time.

TERRY LYNN MINOW, MFT, supported the bill.

MARILYN WESSELL, Montana State University, said experimental public TV is being developed at MSU to serve the Gallatin valley. She offered her assistance to the interim committee.

JESS LONG, SAM, said educational TV presents an excellent opportunity for students in rural areas and urged the committee to develop the study.

BRENDA SCHYE, Montana Arts Advocacy, agreed with the previous testimony and urged development of educational TV as a tremendous resource for students as well as the general public. She said over \$100,000 has been granted to approximately fifty applicants who are in various stages of developing educational television in the state. She noted there

is no coordination in the state and this bill would provide for effective efficient use of the limited dollars that are available.

ERIC FEAVER, Montana Education Association, expressed support for the bill.

MIKE EASTON, Vice President, University of Montana, said they are working with MSU in their educational television development and offered to function as a resource.

There being no opponents to the bill, Senator Brown closed.

EXECUTIVE SESSION

CONSIDERATION OF HOUSE JOINT RESOLUTION 18:

SENATOR BLAYLOCK asked President Bucklew, University of Montana, about the students' concerns re the use of student fees.

PRESIDENT BUCKLEW deferred to BILL MERCER, newly elected President of the Association Students of the University of Montana. Mr. Mercer attempted to clarify the situation regarding the Building Fee Committee's actions. He said the student representatives felt they weren't informed but the minutes were reviewed and he believes procedures were carefully followed. He said he was very concerned about the issue being confused and would address it during his term of office. He endorsed the resolution.

SENATOR BLAYLOCK asked if the students on the committee had voted to approve the resolution.

MR. MERCER said yes, they had.

SENATOR REGAN noted the students have two of the five votes on the committee and can be overridden. Also, the students appointed to the committee must be approved by the President. She noted the money can be spent without student approval if the project is under \$200,000. These two projects are \$197,000 and \$153,000 respectively and the contention is that they are not aligned with the new stadium construction. She furnished the committee with an outline of questions in reference to the projects (Exhibit #9). She said she would not vote against the resolution but felt the students had been taken for a ride and that they really do not have a right to vote. She said the projects are important enough to allow the resolution to go on, but she stated she is badly disappointed.

PRESIDENT BUCKLEW said Senator Regan has reached conclusions beyond what the situation justifies. He said the river front development and parking lots would be developed even if there never were a stadium. He said both projects are important in their own right and he was glad Senator Regan would not contest the projects.

SENATOR HAFLEY said after listening to the discussion he thinks there is good faith between the parties and would like to assume that is the case.

SENATOR PINSONEAULT said that in Senator Regan's judgement there may be bad faith, but he prefers to agree with Senator Haffey.

ACTION ON HOUSE JOINT RESOLUTION 13:

SENATOR MAZUREK moved House Joint Resolution 13 BE CONCURRED IN.

SENATOR REGAN said she would not oppose the resolution but there is a serious problem existant here. She said she hoped the students can work it out and get a fair chance because she does not feel comfortable with what has gone on during the last two years. She wanted to see some of the administration come down and discuss the issue and not have some student come to the committee and tell her to back off.

MR. MERCER said he appreciates what Senator Regan has done and expressed an interest in formulating a concrete policy on what student building fees can be spent on, including academics.

SENATOR REGAN cautioned them to present their conclusions to the full student body for a vote.

SENATOR MAZUREK'S motion CARRIED unanimously with Senator Regan abstaining.

FURTHER CONSIDERATION OF HOUSE BILL 18:

REPRESENTATIVE DONALDSON, sponsor, urged the committee to pass the bill with the 2 mill statewide levy. He said it would be impossible to provide even current level vo-tech services without it. He felt the vo-techs would lease their buildings to the state for a minimal amount, perhaps even a dollar, as they have indicated they are not interested in holding up the state. He said two vo-techs had orally indicated that intention but he felt all of them would probably also agree.

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SENATOR BLAYLOCK felt two out of five was not enough to go on.

REPRESENTATIVE DONALDSON said it was intended only as an indication of their willingness to cooperate.

SENATOR REGAN asked if the two mill statewide levy would be enough to support the vo-techs without the 1½ mill local levies.

REPRESENTATIVE DONALDSON said with \$750,000 being lost in federal money, they would still need the local levies to balance the local districts.

SENATOR REGAN indicated she would support the bill ONLY if it includes the 2 mill statewide levy. She said the decision to put the bill out needs to be a bi-partisan one and without it, she will not support it.

REPRESENTATIVE DONALDSON said it would still be very difficult to get the 2 mills through the House although in the last two weeks support has been growing as they have begun to realize there is a serious problem with vo-tech funding.

ADJOURN:

There being no further business to come before the committee, the meeting was adjourned.



Senator Chet Blaylock, Chairman

jdr

(Type in committee name, committee members names, and names of secretary and chairman. Have at least 50 printed to start.) EXHIBIT

ROLL CALL VOTE

SEN. ED. & CULT. RESOURCES
3/22/59

SENATE COMMITTEE ON EDUCATION AND CULTURAL RESOURCES

Date 3/22/59 House Bill No. 454 Time _____

NAME	YES	NO
SENATOR PINSONEAULT	✓	
SENATOR BROWN		✓
SENATOR REGAN		✓
SENATOR SMITH		
SENATOR HAFNEY		✓
SENATOR YELLOWTAIL		✓
SENATOR MAZUREK		✓
SENATOR FARRELL		✓
SENATOR MCCALLUM	✓	
SENATOR BLAYLOCK, CHAIRMAN	✓	

JILL ROHYANS
Secretary

SENATOR CHET BLAYLOCK
Chairman

Motion: Sup Senator Pinsonneault
that House Bill 454 be may
approved

(include enough information on motion—put with yellow copy of committee report.)

(Type in committee name, committee members names, and names of secretary and chairman. Have at least 50 printed to start.)

EXHIBIT #2
Sen. Ed. +
Cult. Res.
3/22/85

ROLL CALL VOTE

SENATE COMMITTEE ON EDUCATION AND CULTURAL RESOURCES

Date 3/22/85 Adm. 1100 Bill No. 454 Time _____

NAME	YES	NO
SENATOR PINSONEAULT		✓
SENATOR BROWN	✓	
SENATOR REGAN	✓	
SENATOR SMITH		
SENATOR HAFEEY	✓	
SENATOR YELLOWTAIL	✓	
SENATOR MAZUREK	✓	
SENATOR FARRELL	✓	
SENATOR McCALLUM		✓
SENATOR BLAYLOCK, CHAIRMAN		✓

JILL ROHYANS
Secretary

SENATOR CHET BLAYLOCK
Chairman

Motion: The Senate agree that House
Bill 454 be recommenced in

(include enough information on motion—put with yellow copy of committee report.)

(Type in committee name, committee members' names, and names of secretary and chairman. Have at least 50 printed to start.)

EXHIBIT #3
Linn. Ed.
& Early Riv.
3/22/85

ROLL CALL VOTE

SENATE COMMITTEE ON EDUCATION AND CULTURAL RESOURCES

Date 3/22/85 House Bill No. 771 Time _____

NAME	YES	NO
SENATOR PINSONEAULT		1
SENATOR BROWN	1	
SENATOR REGAN	1	
SENATOR SMITH		
SENATOR HAFEEY	1	
SENATOR YELLOWTAIL	1	
SENATOR MAZUREK	1	
SENATOR FARRELL		1
SENATOR McCALLUM	1	
SENATOR BLAYLOCK, CHAIRMAN	1	

JILL ROHYANS
Secretary

SENATOR CHET BLAYLOCK
Chairman

Motion: The Senate Pass that
House Bill 771 be amended
to be amended

(include enough information on motion—put with yellow copy of committee report.)

Exhibit #4
Sen. Ct.
3/22/85

The Crow Agency Bilingual Education Program

of School District 17H
Hardin, Montana

Presented By:

- Amber Old Horn — Fourth Grader
- Clay Dawes — Fourth Grader
- Garlon Williamson — Sixth Grader
- Traci Chandler — Sixth Grader
- Miriam Shane — Sixth Grader

Assisted By: Marlene Walking Bear □ Program Director
Cheryl K. Crawley □ Director of Programs

And: Lynn Hinch □ Specialist, Bilingual Education
Office of Public Instruction, Helena

Senate Education Committee
State Capitol
Helena, Montana

Friday
March 22, 1985
One O'Clock P. M.



Published by
Bilingual Materials Development Center
Crow Agency, Montana

Under the direction of
Rodney Svee, Superintendent
Cheryl Crawley, Federal Programs Director
School Districts 17H and 1

Education Newsletter

WINTER ISSUE 1985

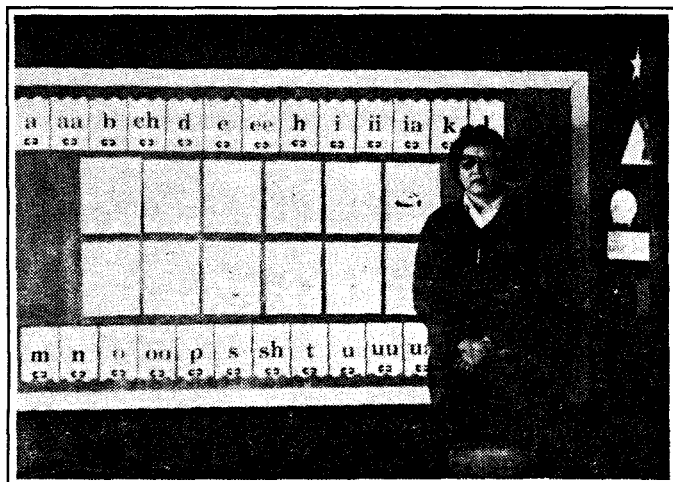
Vol. 7 No. 2

NEWSLETTER COVERAGE

Any Montana Title VII programs that would like coverage of bilingual school activities in the **Montana Bilingual Education Newsletter** are invited to forward their typewritten copy and black and white photographs to:

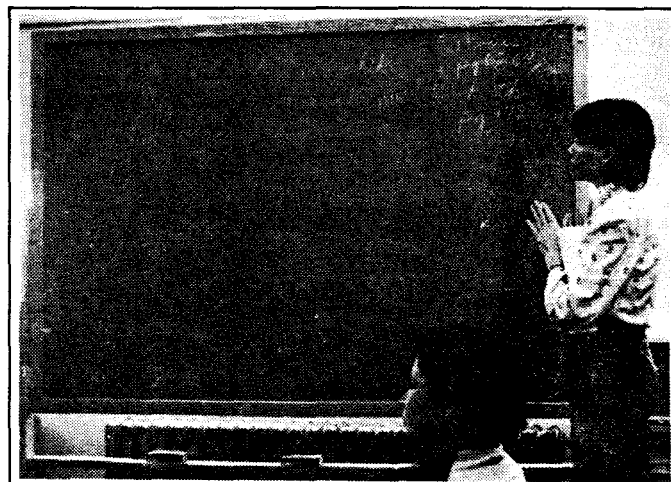
Editor
Montana Bilingual Education Newsletter
BMDC
P.O. Box 219
Crow Agency, Montana 59022

CROW AGENCY PUBLIC SCHOOL TEACHER-TRAINEES IN ACTION



Johann Yarlott is a teacher-trainee under the bilingual program at Crow Agency. She has created some attractive learning aids using Crow bulletin kits.

Johann prepares the students in the primary grades for Crow literacy by teaching them Crow-sight words. She speaks Crow to the children whenever the need arises in the classroom.



Liz Pretty On Top, also a teacher-trainee, works with students in the intermediate grades. She teaches Crow literacy in which many of her students read the Crow language.

Liz makes spelling a fun-time activity. Much interaction can be seen as students take turns spelling Crow words and Liz writes them on the chalkboard.

STANDING COMMITTEE REPORT

March 22, 1985

MR. PRESIDENT

We, your committee on **EDUCATION AND CULTURAL RESOURCES**

having had under consideration **HOUSE BILL** No. **454**

third reading copy (blue)
color

(Senator Yellowtail will carry the bill.)

SALARY INCREASE FOR COUNTY SCHOOL SUPERINTENDENTS WITH MASTER'S DEGREE

Respectfully report as follows: That **HOUSE BILL** No. **454**

BE CONCURRED IN

~~DO NOT PASS~~

~~DO NOT PASS~~

.....
Senator Chet Blaylock, Chairman.

STANDING COMMITTEE REPORT

March 22,

1986

MR. PRESIDENT

We, your committee on **EDUCATION AND CULTURAL RESOURCES**

having had under consideration **HOUSE BILL** No. **471**

third reading copy (**blue**)

color

(Senator Blaylock will carry the bill.)

CREATING SPECIAL EDUCATION SERVICE AREAS

Respectfully report as follows: That **HOUSE BILL** No. **471**

be amended as follows:

1. Title, line 7.

Following: "MCA"

Insert: "; AND PROVIDING AN EFFECTIVE DATE"

2. Page 2, line 2.

Following: "requirement"

Strike: "only"

3. Page 2, line 3.

Following: "conditions."

Insert: "Exceptions must be made to districts that employ a full complement of staff needed to provide all of the required special education services."

4. Page 4.

Following: line 21

Insert: "NEW SECTION. Section 5. Effective date. This act is effective July 1, 1986."

AND AS AMENDED,
BE CONCURRED IN

XXXXXX

XXXXXXXXXX

Senator Chet Blaylock,

Chairman.

STANDING COMMITTEE REPORT

March 22,

1965

MR. PRESIDENT

We, your committee on **EDUCATION AND CULTURAL RESOURCES**

having had under consideration **HOUSE BILL** No. **549**

third reading copy (**blue**)

color

(Senator Brown will carry the bill.)

TO GENERALLY CLARIFY CERTAIN SCHOOL FINANCE LAWS

Respectfully report as follows: That **HOUSE BILL** No. **549**

BE CONCURRED IN

XXXXXX

XXXXXXXXXX

Senator Chet Blaylock,

Chairman.

Public Law 98-363
98th Congress

An Act

To amend the Surface Transportation Assistance Act of 1982 to require States to use at least 8 per centum of their highway safety apportionments for developing and implementing comprehensive programs concerning the use of child restraint systems in motor vehicles, and for other purposes.

July 17, 1984
[H.R. 4616]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) section 203(a)(1) of the Surface Transportation Assistance Act of 1982 is amended to read as follows:

96 Stat. 2138.

Appropriation authorization.

"Sec. 203. (a)(1) There is hereby authorized to be appropriated for carrying out section 402 of title 23, United States Code (relating to highway safety programs), by the National Highway Traffic Safety Administration, out of the Highway Trust Fund (other than the Mass Transit Account), \$126,500,000 for the fiscal year ending September 30, 1985, and \$132,000,000 for the fiscal year ending September 30, 1986."

(b) Section 203(a) of such Act is amended by adding at the end thereof the following new paragraph:

State and local governments.

"(4)(A) Each State shall expend each fiscal year not less than 8 per centum of the amount apportioned to it for such fiscal year of the sums authorized by paragraph (1) of this subsection, for developing and implementing comprehensive programs approved by the Secretary of Transportation concerning the use of child restraint systems in motor vehicles. Upon request of the Governor of any State, the Secretary may reduce the amount required to be expended by the State for any fiscal year under the preceding sentence if the State demonstrates to the satisfaction of the Secretary that the percentage of children under the age of four traveling in motor vehicles in the State who are properly restrained by a child restraint system is greater than 75 per centum.

"(B) No project for developing and implementing a comprehensive program concerning the use of child restraint systems in motor vehicles may be approved by the Secretary of Transportation in the fiscal years ending September 30, 1985, and September 30, 1986, unless the State applying for approval of such project enters into such agreements with the Secretary as the Secretary may require to ensure that such State will maintain its aggregate expenditures from all non-Federal sources for such programs at or above the average level of such expenditures in its two fiscal years preceding the date of enactment of this paragraph.

"(C) Subparagraphs (A) and (B) of this paragraph shall not apply to sums authorized to be appropriated for any fiscal year beginning after September 30, 1987."

Sec. 2. Section 203(b) of the Surface Transportation Assistance Act of 1982 is amended to read as follows:

96 Stat. 2138.

"(b) Notwithstanding any other provision of law, the total of all obligations for highway safety programs carried out by the National Highway Traffic Safety Administration under section 402 of title 23, United States Code, shall not exceed \$126,500,000 for the fiscal year

C.H.I.B.I. '85

REP.
RANNEY

ending September 30, 1985, and \$132,000,000 for the fiscal year ending September 30, 1986, and the total of all obligations for highway safety programs carried out by the Federal Highway Administration under section 402 of title 23, United States Code, shall not exceed \$10,000,000 per fiscal year for each of the fiscal years ending September 30, 1985, and September 30, 1986."

SEC. 3. (a) The sixth sentence of section 402(c) of title 23, United States Code, is amended by striking out the period at the end thereof and inserting in lieu thereof the following: "except that the apportionments to the Virgin Islands, Guam, and American Samoa shall not be less than one-quarter of 1 per centum of the total apportionment."

(b) Section 401 of title 23, United States Code, is amended by striking out ", except that all expenditures for carrying out this chapter in the Virgin Islands, Guam, and American Samoa shall be paid out of money in the Treasury not otherwise appropriated." and inserting in lieu thereof a period.

(c) The amendments made by subsections (a) and (b) shall only apply to fiscal years beginning after the date of enactment of this Act.

23 USC 401 note.

Drugs and drug abuse.

SEC. 4. (a) Section 408(a) of title 23, United States Code, is amended by inserting "or a controlled substance" immediately after "alcohol".

(b) Section 408(c)(1) of title 23, United States Code, is amended by inserting "and controlled substance" immediately after "alcohol".

(c) Section 408(f) of title 23, United States Code, is amended—

(1) by striking the period at the end of paragraph (7) and inserting in lieu thereof "; and"; and

(2) by adding at the end thereof the following:

"(8) for the creation and operation of rehabilitation and treatment programs for those arrested and convicted of driving while under the influence of a controlled substance or for the establishment of research programs to develop effective means of detecting use of controlled substances by drivers."

SEC. 5. Section 402 of title 23, United States Code, is amended by adding at the end thereof the following:

"(k)(1) Subject to the provisions of this subsection, the Secretary shall make a grant to any State which includes, as part of its highway safety program under section 402 of this title, the use of a comprehensive computerized safety recordkeeping system designed to correlate data regarding traffic accidents, drivers, motor vehicles, and roadways. Any such grant may only be used by such State to establish and maintain a comprehensive computerized traffic safety recordkeeping system or to obtain and operate components to support highway safety priority programs identified by the Secretary under this section. Notwithstanding any other provision of law, if a report, list, schedule, or survey is prepared by or for a State or political subdivision thereof under this subsection, such report, list, schedule, or survey shall not be admitted as evidence or used in any suit or action for damages arising out of any matter mentioned in such report, list, schedule, or survey.

"(2) No State may receive a grant under this subsection in more than two fiscal years.

"(3) The amount of the grant to any State under this subsection for the first fiscal year such State is eligible for a grant under this subsection shall equal 10 per centum of the amount apportioned to such State for fiscal year 1985 under this section. The amount of a

grant to any State under this subsection for the second fiscal year such State is eligible for a grant under this subsection shall equal 10 per centum of the amount apportioned to such State for fiscal year 1986 under this section.

"(4) A State is eligible for a grant under this subsection if—

(A) it certifies to the Secretary that it has in operation a computerized traffic safety recordkeeping system and identifies proposed means of upgrading the system acceptable to the Secretary; or

(B) it provides to the Secretary a plan acceptable to the Secretary for establishing and maintaining a computerized traffic safety recordkeeping system.

"(5) The Secretary, after making the deduction authorized by the second sentence of subsection (c) of this section for fiscal years 1985 and 1986, shall set aside 10 per centum of the remaining funds authorized to be appropriated to carry out this section for the purpose of making grants under this subsection. Funds set aside under this subsection shall remain available for the fiscal year authorized and for the succeeding fiscal year and any amounts remaining unexpended at the end of such period shall be apportioned in accordance with the provisions of subsection (c) of this section."

SEC. 6. (a) Chapter 1 of title 23, United States Code, is amended by adding at the end thereof the following new section:

"§ 158. National minimum drinking age

"(a)(1) The Secretary shall withhold 5 per centum of the amount required to be apportioned to any State under each of sections 104(b)(1), 104(b)(2), 104(b)(5), and 104(b)(6) of this title on the first day of the fiscal year succeeding the fiscal year beginning after September 30, 1985, in which the purchase or public possession in such State of any alcoholic beverage by a person who is less than twenty-one years of age is lawful.

"(2) The Secretary shall withhold 10 per centum of the amount required to be apportioned to any State under each of sections 104(b)(1), 104(b)(2), 104(b)(5), and 104(b)(6) of this title on the first day of the fiscal year succeeding the second fiscal year beginning after September 30, 1985, in which the purchase or public possession in such State of any alcoholic beverage by a person who is less than twenty-one years of age is lawful.

"(b) The Secretary shall promptly apportion to a State any funds which have been withheld from apportionment under subsection (a) of this section in fiscal year if in any succeeding fiscal year such State makes unlawful the purchase or public possession of any alcoholic beverage by a person who is less than twenty-one years of age.

"(c) As used in this section, the term 'alcoholic beverage' means—

(1) beer as defined in section 5052(a) of the Internal Revenue Code of 1954,

(2) wine of not less than one-half of 1 per centum of alcohol by volume, or

(3) distilled spirits as defined in section 5002(a)(8) of such Code."

(b) The table of sections of chapter 1 of such title is amended by adding at the end thereof the following new item:

"158. National minimum drinking age."

23 USC 158.

Alcohol and alcoholic beverages.
23 USC 104.

26 USC 5052.

26 USC 5002.

Grants.

23 USC 402.

EXHIBIT #4

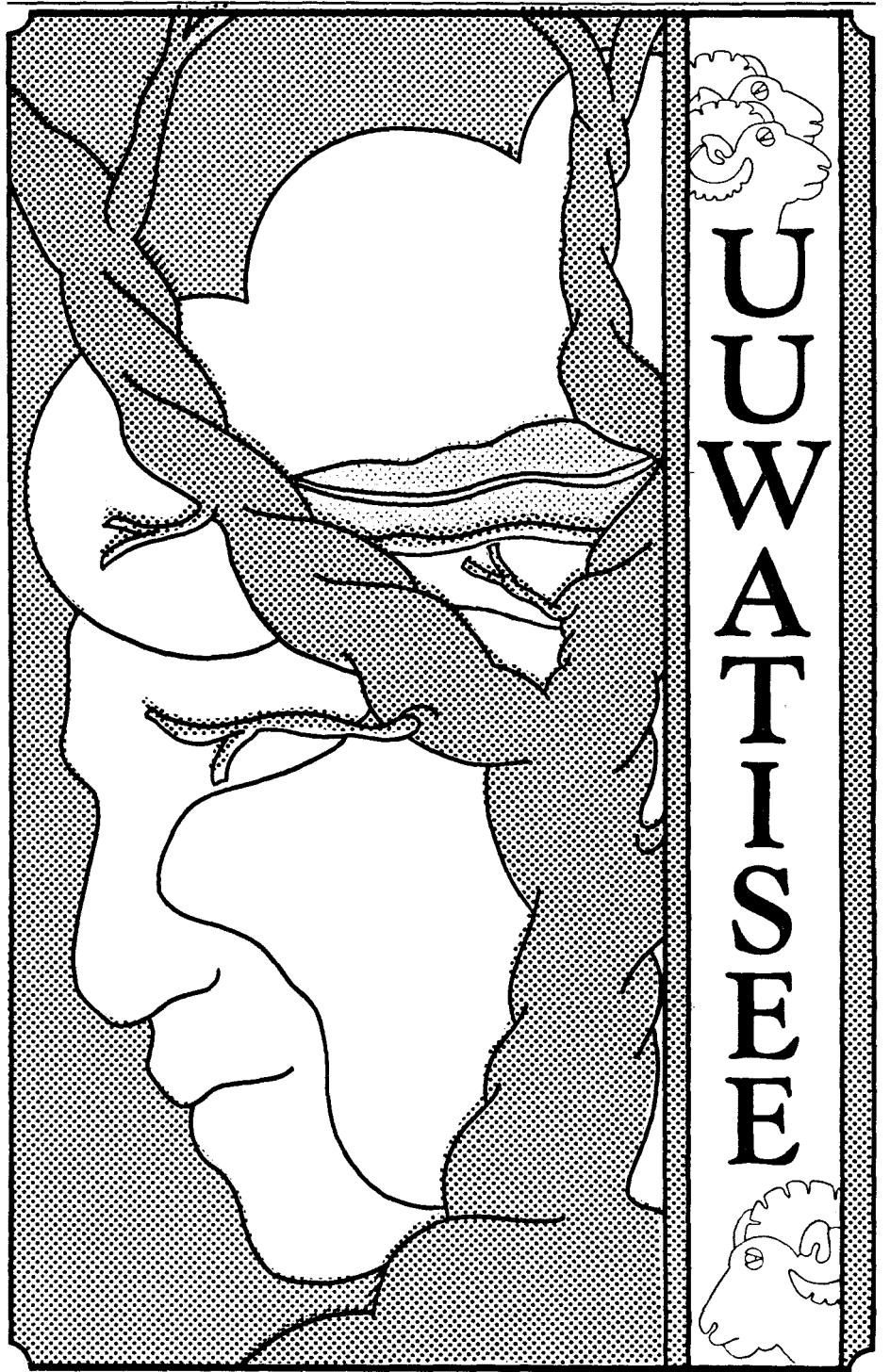


EXHIBIT #4

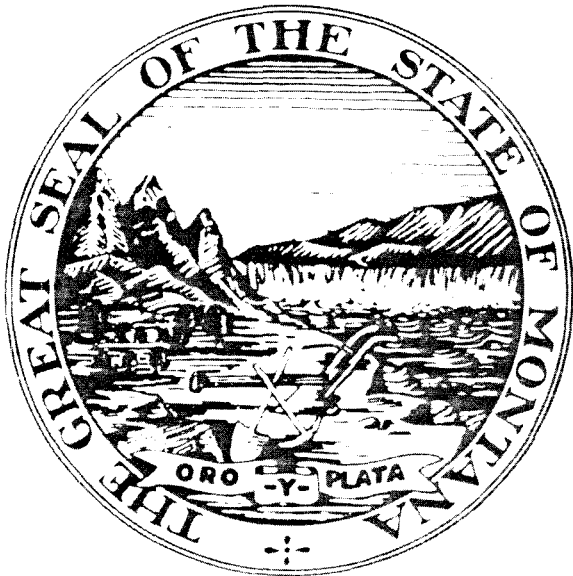
**THE
BILINGUAL
MATERIALS
DEVELOPMENT
CENTER**



**CROW
AGENCY,
MONTANA**

EXHIBIT 11-4

BILINGUAL EDUCATION IN MONTANA



Office of Public Instruction
Helena, Montana

BILINGUAL EDUCATION ON THE CROW INDIAN RESERVATION

Sixty-six percent of all
Crow Indian children come to
kindergarten speaking their native
Crow language.



The Bilingual Materials
Development Center
P.O. Box 219
Crow Agency, MT
59022



develops and publishes Crow
language materials to support
instruction in

Math
Science
Language Arts
Social Studies

for these children.

INDIVIDUAL STATE STATISTICS ON THE DRINKING AGE

18 March 1985

Mike Males

Proponents of the 21 drinking age have argued that statistics from five states make "a strong case for drinking age increases as a means of improving traffic safety" and have presented traffic toll data for Illinois, Florida, Michigan, Maine, and Massachusetts (see Montana Automobile Association testimony, "21 Year Old Drinking Age").

In fact, the statistics cited in the MAA testimony show in crystal clear fashion exactly what mistakes proponents of "21" have made and how those mistakes have misled the public into believing that raising the drinking age to 21 in Montana would save lives.

These mistakes are two: first, the studies cited by proponents fail to note that the declines in young driver fatalities they attribute to higher drinking ages were actually occurring in all states whether they raised their drinking ages or not; if fact, states which did not raise their drinking ages generally experienced larger declines in young driver fatalities than did states which did change their laws. Second, proponents of "21" have failed without exception to analyze the impact of raising the drinking age on drivers just older than the new drinking age.

Contrary to contentions of "21" advocates, studies which examine only one state in isolation, without accounting for regional and national trends, are not serious evidence of anything. To understand this point, let's examine the five states cited in the MAA testimony in regional contexts.

ILLINOIS. The MAA testimony attributes a 15-17% net decrease in under-21 driver fatalities, shown below, to Illinois' drinking age increase to 21.

<u>ILLINOIS</u>	<u>1977-79</u> <u>BEFORE</u>	<u>1980-82</u> <u>AFTER</u>	<u>% REDUCTION</u>
18 & younger drivers	1,130	820	- 27.4%
19 & 20	1,015	714	- 29.7
21 & older	5,244	4,606	- 12.2

Looked at in isolation, that would appear to be impressive evidence that "21" indeed saves lives. The flaw in that logic, however, is clear when corresponding statistics for neighboring Indiana and Minnesota -- which did not raise their drinking ages during the 1977-82 period -- are shown:

	1977-79	1980-82	
<u>MINNESOTA</u>	<u>BEFORE</u>	<u>AFTER</u>	<u>% REDUCTION</u>
18 & younger drivers	479	331	- 30.9%
19 & 20	430	304	- 29.3
21 to 24	534	476	- 10.9
<u>INDIANA</u>	<u>BEFORE</u>	<u>AFTER</u>	<u>% REDUCTION</u>
18 & younger drivers	650	442	- 32.0%
19 & 20	461	377	- 18.2
21 to 24	826	723	- 12.5

In other words, Illinois' decrease in fatal accidents was due not to its raised drinking age, but to a general decline in young driver crashes throughout the north central region. In fact, Illinois and Iowa, the two states which raised their drinking ages in the region, experienced somewhat lower decreases than did the states which did not raise their drinking ages (compared to drivers age 21 to 24, 1977-79 and 1980-82 periods):

<u>STATE</u>	<u>DRINKING AGE, 1977-82</u>	<u>CHANGE</u> <u>UNDER-19</u>	<u>CHANGE</u> <u>19 & 20</u>	<u>CHANGE</u> <u>UNDER-21</u>
Kentucky	21 throughout period	- 14.3%	- 4.1%	- 10.2%
Minnesota	19 throughout period	- 10.2	- 8.1	- 9.2
Indiana	21 throughout period	- 14.6	+ 2.5	- 7.5
Wisconsin	18 throughout period	- 12.5	- 0.8	- 7.5
<u>Illinois</u>	Raised, 19 to 21 for beer, 1/80	- 7.9	- 6.6	- 7.3
Iowa	Raised, 18 to 19, 5/78	- 3.5	- 2.0	- 2.9
Missouri	21 throughout period	- 4.0	+ 0.8	- 2.0

Average, states which raised drinking ages	- 5.1%
Average states which did <u>not</u> raise drinking ages	- 7.3%

MICHIGAN. Michigan is a particularly misleading state to cite in isolation, as the MAA testimony does, because severe unemployment problems in that state during the late 1970's and early 1980's led to a 30% average decline in fatal crashes involving drivers of all age groups. Examined in regional context, it can be seen that Michigan experienced only an average decrease in fatal crashes involving 18 to 20 year-old drivers compared to its neighboring states (Indiana and Ohio) which did not raise their drinking ages:

ACCIDENTS INVOLVING DRIVERS AGE 18-20 (FATAL)

<u>YEAR</u>	<u>MICHIGAN</u>	<u>OHIO</u>	<u>INDIANA</u>
1978	182	214	124
1979	161	257	128
1980	164	202	108
1981	125	168	83
1982	<u>122</u>	<u>147</u>	<u>86</u>
CHANGE, 1978-82	- 32%	- 31%	- 31%

As noted, most of Michigan's fatality decline was due to its severe unemployment during the 1978-82 period. On a proportional basis, Ohio experienced a significantly larger decline than did Michigan:

<u>STATE</u>	<u>DRINKING AGE, 1978-82</u>	<u>CHANGE, 18-20</u>
Ohio	18 beer, 21 liquor throughout period	- 6.5%
Michigan	Raised, 18 to 21, 12/78	- 4.8%
Indiana	21 throughout period	- 3.5%

MAINE. Maine's experience with its 1977 drinking age increase (18 to 20) has to be put into the opposite context: New England states were experiencing a rapid rise in fatal traffic accidents among drivers of all age groups during the 1975-79 period. Did Maine's drinking age increase help reduce accidents among young drivers? You be the judge:

<u>MAINE</u>	<u>BEFORE</u>	<u>AFTER</u>	<u>CHANGE</u>	<u>NEW YORK, VERMONT, CONNECTICUT</u>		
				<u>BEFORE</u>	<u>AFTER</u>	<u>CHANGE</u>
under 18	49	33	- 32.7%	386	426	+ 10.3%
18 & 19	59	74	+ 25.4	735	837	+ 13.9
20 to 24	127	140	<u>+ 10.2</u>	1,204	1,763	<u>+ 46.4</u>
net change, under 18			- 42.9%			- 36.1%
net change, 18 & 19			+ 15.2%			- 32.3%

In terms of individual state experience, Maine ranked only ahead of Connecticut during this time:

<u>STATE</u>	<u>DRINKING AGE, 1975-79</u>	<u>CHANGE UNDER-18</u>	<u>CHANGE 18 & 19</u>	<u>CHANGE UNDER-20</u>
New York	18 throughout period	- 17.6%	- 14.7%	- 15.6%
Vermont	18 throughout period	+ 4.3	- 27.7	- 14.3
Maine	Raised, 18 to 20, 10/77	- 35.9	+ 19.5	- 5.7
Connecticut	18 throughout period	- 1.9	- 11.1	+ 0.7

Thus Maine's proportional decrease in fatalities during this period (5.7%) was only a little more than half the regional decrease (9.7%) for under-20 drivers for that period. There is no way Maine's drinking age increase can be called a success.

FLORIDA. Florida has the smallest and fastest-declining proportion of teenage drivers of any state due to the rapid influx of retirees into the state. Its neighboring southern states, on the other hand, have among the largest and fastest growing teenage populations, according to U.S. Census data. If Florida's 1980 drinking age increase (18 to 19) is what caused its decline in fatal accidents among 18 and younger drivers, then how do we explain the complete failure of Georgia's identical drinking age increase?

<u>STATE</u>	<u>DRINKING AGE, 1979-81</u>	<u>CHANGE UNDER-18</u>	<u>CHANGE 18</u>	<u>CHANGE UNDER-19</u>
Florida	Raised, 18 to 19, 10/80	- 23.2%	- 32.4%	- 27.2%
S. Carolina	18 beer, 21 liquor throughout period	- 9.7	- 18.0	- 13.0
Alabama	19 throughout period	- 11.5	+ 12.2	- 2.7
N. Carolina	18 beer, 21 liquor throughout period	- 11.0	+ 14.8	- 1.8
Georgia	Raised, 18 to 19, 10/80	+ 7.7	- 3.7	+ 2.8

Even if Florida's drinking age increase is called a success, the experience of the southeastern states with drinking age increases is a tossup: Florida good, Georgia bad. It is far more likely that the experience of both states is due to regional population changes, in which Florida is rapidly becoming an "older" state while the others are becoming "younger."

MASSACHUSETTS. Once again, the MAA testimony cites a single state in isolation. And once again, it is apparent that any decrease in fatal young-driver crashes in Massachusetts was part of a regional decline then taking place in New England from 1979 to 1983, not to its drinking age hike:

<u>MASSACHUSETTS</u>	<u>15-19</u>	<u>20-24</u>	<u>CONNECTICUT</u>	<u>15-19</u>	<u>20-24</u>
1979	254	273		148	164
1980	198	287		137	180
1981	157	241		121	163
1982	155	184		116	154
1983	<u>138</u>	<u>203</u>		<u>91</u>	<u>138</u>

Proportional decrease, 15-19: - 20% Proportional decrease, 15-19: - 23%

Connecticut's drinking age was 18 through December 31, 1983. Similar

decreases were taking place in Vermont, Maine, and Pennsylvania, none of which raised their drinking ages during the 1975-83 period.

STATES NOT CITED. In addition to the 5 states cited in the MAA testimony, 8 additional states raised their drinking ages during the 1976-81 period, yielding at least two years of post-law data. A look at the comparison below, showing the before and after experience of these states compared to the national average, should show clearly why 6 of these 8 states are rarely cited by "21" proponents:

PROPORTION OF FATAL CRASHES INVOLVING DRIVERS AGE 18 TO 20 COMPARED TO DRIVERS AGE 21 TO 24, 2 YEARS BEFORE AND AFTER DRINKING AGE INCREASE ("NET CHANGE" COMPARES STATE WITH U.S. AVERAGE CHANGE DURING PERIOD).

<u>STATE, LAW CHANGE DATE</u>	<u>BEFORE</u>	<u>AFTER</u>	<u>CHANGE</u>	<u>NET CHANGE</u>
New Jersey, 1980	50.7	45.4	- 10.5%	- 5.0%
U.S.	47.4	44.8	- 5.5	
Georgia, 1980	48.3	43.3	- 10.4	- 4.9%
U.S.	47.4	44.8	- 5.5	
Iowa, 1978	48.6	49.1	+ 1.0	+ 1.8%
U.S.	48.3	47.9	- 0.8	
Nebraska, 1980	51.2	50.2	- 2.0	+ 3.5%
U.S.	47.4	44.8	- 5.5	
Minnesota, 1976	51.5	53.5	+ 3.9	+ 3.9%
U.S.	47.9	47.9	0	
New Hampshire, 1979	46.9	48.6	+ 3.6	+ 8.2%
U.S.	47.9	45.7	- 4.6	
Montana, 1979	47.9	54.1	+ 12.9	+ 17.5%
U.S.	47.9	45.7	- 4.6	
Tennessee, 1979	46.1	52.3	+ 13.4	+ 18.0%
U.S.	47.9	45.7	- 4.6	
				<hr/>
			Median change, 14 states which raised drinking ages	- 3.8%
			Median change, U.S. during same time period	- 4.6%

By now the point should be obvious: in four of the five states cited by proponents of "21," a drinking age increase was associated with an average or lower-than-average decrease in fatal crashes involving young drivers; only in Florida was there a larger-than-average decrease. Further, in

page 6

6 of the 8 states they don't cite, there was a net increase in fatal accidents despite a national trend toward lower numbers of young-driver fatal crashes. Only by citing a few pre-selected states, and only then out of context, can proponents of "21" make their case.

LIVES LOST DUE TO DRINKING AGE INCREASES. The best illustration of how drinking age increases are associated with higher fatalities among young drivers is shown in the table on the following page. Rather than citing a couple of states in isolation, the table shows the fatal crash experience of under-21 drivers and 21-24 year-old drivers (the latter in parentheses) for all 14 states which raised their drinking ages during the 1979-82 period compared to all 24 states which did not raise their drinking ages during the entire 1975-83 period. The remaining states are excluded because they raised their drinking ages during 1975-78 or 1983 and thus fall outside the study period. The two years, 1978 and 1983, bracket the drinking age increases.

The year 1978 represented a peak in young-driver fatal accidents nationally; the year 1983, a low point. If raising the drinking age reduces fatal accidents among under-21 drivers, we would expect that in the 14 states which raised their drinking ages -- in which, collectively, 1.8 million 18-20 year-olds lost their legal rights to buy alcohol -- there would be a larger reduction in fatal accidents among these drivers than among corresponding drivers in the states which did not raise their drinking ages.

As the table shows, exactly the opposite occurred. The decrease in fatal crashes among under-21 drivers in states which did not raise their drinking ages (in which just as many 18-20 year-olds could buy alcohol in 1983 as in 1978) was so much more pronounced -- 19.3% versus 11.4% -- that raised drinking ages can only be seen as hampering the general decrease in young-driver fatalities which was occurring nationwide. If the 14 states which raised their drinking ages had experienced the same decline in fatal accidents among under-21 drivers that occurred in the 24 states which left their laws the same, 173 fewer young drivers would have been involved in deadly accidents in 1983.

Note that the decrease in fatal crashes involving 21-24 year-old drivers, shown here as a control measure to reflect the natural decrease among drivers of all ages, was roughly the same in both categories of states. Note also that in every state except rapidly-growing Florida, there was a drop (and usually a sharp drop) in fatal accidents involving under-21 drivers. That fact is what makes single-state examples such as those cited in the MAA testimony and by proponents of "21" generally so misleading.

DRINKING AGE INCREASES AND FATAL CRASHES AMONG UNDER-21 DRIVERS

STATES WHICH RAISED DRINKING AGES, 1979-82	FATAL CRASHES BEFORE (1978)		FATAL CRASHES AFTER (1983)	
	UNDER-21	(21-24)	UNDER-21	(21-24)
Florida	275	(195)	297	(253)
Georgia	167	(114)	147	(102)
Illinois	377	(235)	202	(155)
Maryland	121	(97)	87	(72)
Massachusetts	192	(128)	107	(95)
Michigan	287	(224)	172	(153)
Montana	35	(29)	28	(34)
Nebraska	62	(36)	39	(21)
New Hampshire	37	(24)	26	(20)
New Jersey	172	(142)	104	(95)
New York	317	(223)	202	(180)
Rhode Island	18	(19)	14	(9)
Tennessee	152	(131)	129	(84)
Texas	543	(397)	464	(376)
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TOTAL	2,755	(1,994)	2,018	(1,649)
	CHANGE, UNDER-21 DRIVERS		- 26.8%	
	CHANGE, 21-24 DRIVERS		- 17.3%	
	NET CHANGE, UNDER-21		- 11.4%	

STATES WHICH DID NOT RAISE
DRINKING AGES, 1975-83

Alabama	128	(87)	94	(67)
Alaska	22	(11)	19	(10)
Arizona	137	(88)	81	(51)
Arkansas	64	(49)	54	(40)
California	647	(596)	426	(487)
Colorado	84	(75)	75	(78)
Hawaii	26	(29)	20	(31)
Idaho	33	(29)	31	(26)
Indiana	171	(148)	103	(98)
Kansas	89	(52)	53	(35)
Kentucky	114	(61)	88	(68)
Louisiana	119	(94)	98	(99)
Mississippi	114	(69)	71	(51)
Missouri	174	(102)	114	(81)
Nevada	27	(20)	25	(10)
New Mexico	77	(66)	37	(38)
North Dakota	29	(14)	10	(15)
Oregon	102	(61)	44	(57)
Pennsylvania	323	(234)	201	(199)
South Carolina	119	(71)	78	(81)
Utah	42	(32)	34	(16)
Vermont	22	(15)	12	(14)
Washington	147	(120)	67	(73)
Wyoming	28	(14)	15	(9)
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TOTAL	2,838	(2,147)	1,850	(1,734)
	CHANGE, UNDER-21 DRIVERS		- 34.8%	
	CHANGE, 21-24 DRIVERS		- 18.9%	
	NET CHANGE, UNDER-21		- 19.3%	

EFFECT ON DRIVERS JUST OLDER THAN THE NEW DRINKING AGE. Without repeating the mathematics again, a similar analysis of drivers just older than the new drinking age in states which increased their drinking ages shows a 14.3% increase in fatal accidents, compared to corresponding drivers in states which left their drinking ages alone. In Montana, for example, increasing the drinking age from 18 to 19 in 1978 was accompanied by a 17% increase in fatal accidents involving 19 year-old drivers. That effect occurred in similar fashion in a large majority of states which raised their drinking ages. Apparently, a raised drinking age has harmful effects on both younger and just-older drivers.

BORDER EFFECTS. MAA testimony states that studies by the North Dakota Highway Patrol have documented that more fatalities occur near the border of Montana and attributes this phenomenon to Montana's drinking age of 19. Montana Highway Patrol studies have failed to document such an effect. It does not much matter who is right. First, if a border effect does exist and is causing higher fatal accidents among teenagers who drive from one state to an adjoining state with a lower drinking age, then Montana is courting trouble by raising its drinking age to 21. The reason is that Montana shares a 500-mile border with Canada, whose drinking age is 18 and 19, and has a number of larger towns near the Canadian border; if Wyoming remains adamant in keeping its drinking age at 19, there would be a border problem there as well. Second, if North Dakota is truly concerned about the border effect, it should lower its drinking age -- North Dakota has been surrounded by states and provinces with drinking ages of 19 or 18. In no case would raising Montana's drinking age to 21 help.

CONCLUSIONS. The argument that this issue has been "studied to death" and that raising the drinking age to 21 is "a means of improving traffic safety" is demolished by statistics from the states proponents themselves cite -- and much more so by equally relevant states they don't cite. It is clear that Montana should not jeopardize its traffic safety by raising its drinking age and increasing fatalities both among under-21 youths who will increase unsupervised drinking and among 21 year-olds who already have the highest rates of drunk driving. What Montana should do should be determined only after more careful study than has been done on this important issue to date. Of particular interest should be the graduated drinking age concept, which has the potential to reduce unsupervised drinking by teenagers.

(This sheet to be used by those testifying on a bill.)

NAME: DAVID LACKMAN DATE: March 22, 1985

ADDRESS: 1400 Winne Avenue, Helena, Montana 59601

PHONE: (406) 443-3494

REPRESENTING WHOM? Montana Public Health Association (Lobbyist)

APPEARING ON WHICH PROPOSAL: HJR 22 (Raney) Request for interim study on alcohol regulation and youths. Senate Education and Cultural Resources.

DO YOU: SUPPORT? _____ AMEND? _____ OPPOSE? XXX

WE OPPOSE THIS RESOLUTION.

COMMENT: My involvement with this problem started when responsibility for implementing "Implied Consent" was given to our laboratory.

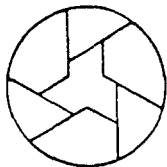
At the hearing on SB 2 & SB 3, Mr. Males had statistics showing one thing; and others cited figures enabling them to reach quite opposite conclusions. One can play games with figures- ad infinitum. Here we are dealing with human life- not figures. We approach the problem via behavioural modification.

I have given you a letter from the Executive Director of the American Public Health Association which he addressed to all Governors. Here are some points made in it. ----- quote -----.

The study proposed by this resolution seems to be a delaying tactic by those opposed to SB 2. We consider the project to be a waste of time and money.

Therefore, we ~~do~~ urge defeat of HJR 22. THANK YOU

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.



AMERICAN PUBLIC HEALTH ASSOCIATION

1015 Fifteenth Street, N.W., Washington, D.C. 20005 • (202) 789-5600

March 6, 1985

WILLIAM H. McBEATH, M.D., M.P.H., *Executive Director*

*A copy of this letter was submitted to
each Governor.*

Dear :

At its 112th Annual Meeting, the American Public Health Association, representing a combined national and affiliate membership of more than 50,000 public health professionals and community health leaders adopted a resolution entitled, "Raising of Legal Drinking Age." A copy is enclosed for your information.

APHA urges you and your state legislators to enact and vigorously enforce a law raising the legal drinking age to 21 years. According to scientific research, this action alone will lead to a significant decrease in the numbers of young drivers involved in fatal accidents.

APHA recognizes that traffic fatalities are the leading cause of death among persons 16-24 years old with a greater percentage of death occurring in states where the legal drinking age is below 21 years. Scientific studies show that a state raising the drinking age to 21 years can expect about ~~about~~ a 28 percent reduction in nighttime fatal crashes involving drivers from 18-21.

We urge you to raise the legal drinking age in your state to 21. This can be an important step to protecting to public health and safety of citizens.

Very truly yours,

William H. McBeath, MD, MPH
Executive Director

EXHIBIT #8
R. Stephen Browning

Dem. Ed
3/22/85

28 North Last Chance Gulch
Post Office Box 162
Helena, Montana 59624
(406) 449-6220

Support for SJR 32

In any study of Public Television, I would encourage the study committee to examine whether the local station censors the programs supplied by P.B.S. I know that KUED does censor some of these (Sullivan) programs (e.g. Masterpiece Theater and American Playhouse). This

I believe this matter
should be looked into,
particularly, if we are
asked ~~as~~ a state to
enter into some
formal relationship with
KUCD.

Thank you
Steve Berman

THESE ARE ANSWERS TO THE MOST COMMONLY ASKED QUESTIONS:

WHY THIS SITE?

The site for the new stadium was very well researched by two independent groups, Economics Research Associates and the University of Montana Stadium Committee. The recommendations from the two independent groups to the University Development Committee and the MEFIC Committee were identical in that the new facility be located behind the Field House. A summary of the ERA study is included in this packet.

The University Committee's rationale includes similar reasons that were used by ERA and add:

- availability to students
- potential for multipurpose use
- bring tradition back to campus
- use the Athletic Program to bring Alumni and friends to the campus
- complement the Field House and the new stadium by being able to co-use facilities

WHAT ABOUT PARKING AND TRAFFIC CONTROL?

The University hired Sorenson and Co. to assist with a traffic and parking study. A summary of this study is included in the packet. ~~By creation of new parking and using pre-game and post-game traffic management, we will solve the majority of the traffic problems.~~ Mass transit systems and parking away from campus (i.e. Dornblaser lots) are potential solutions as well. In summary, the parking and traffic problems can be handled.

WHAT ABOUT LOSS OF PLAYFIELDS?

The University ~~will be constructing new playfields on Parcels A and B on the river front corridor to replace the loss of playfields because of the new stadium site.~~

WHAT ABOUT THE WIND AND WATER TABLES?

Sorenson and Co. placed four testholes to assess the ground water levels to monitor what happens during high water. The test holes on the new stadium site had water up to a level of 43 feet below the surface during high water and the testhole north of the Intramural fields along the river had water rise to 26 feet below the surface during high water. The playing field in the new stadium is 20 feet below the existing surface so ground water will not pose problems.

Weather patterns indicate the Hellgate winds blow primarily during the months of December, January, and February and not during the traditional football season. In 30 years of practicing football on this site we have had only one day that conditions warranted canceling the activity. The berm construction will also prevent the wind, if any, from directly affecting the fans and team.

WHAT IS THE SEATING CAPACITY AND POTENTIAL FOR EXPANSION?

The base stadium is now being designed to accommodate 14,000 seats. If the bid comes in high the stadium could, during its first phase, have 12,000 seats. By building upper decks and end zone seating, the capacity could be expanded to 21,000. Current Dornblaser seating

is 8,500 permanent seats so even at 12,000 seats the new stadium will accommodate a much larger crowd.

WHY NO TRACK AND WHAT IS THE MULTI-PURPOSE POTENTIAL?

The new stadium will not have a 400 meter track. The University has a good track and field facility for outdoor track at the current site, and it is important to maintain the track at Dornblaser so we can use it for campus and city recreation and so the track and football teams have a facility to use during the off-seasons and not conflict with one another. We envision the Dornblaser facility being used for soccer, rugby, Intramural football and other activities that would not be held in the new facility. A track in the new facility would eliminate the possibility of creating a major events center (dome) at a later date. If the facility is domed, it will have a 300 meter indoor track and other multipurpose activity areas. The new facility will be built to accommodate outdoor concerts, circuses, and other events that would be amenable to an outdoor facility.

WHERE ARE WE WITH FUND RAISING?

The stadium is a portion of a major capital fund drive now being conducted by the University of Montana Foundation. We will be raising \$2.9 million for the stadium and we are now in the early phases of the fund drive which is called a "sequential fund raising effort". The first phase includes research and obtaining gifts considered to be "major" in nature. The current fund raising efforts are focused on gifts of \$30,000 or more which is the minimum necessary to qualify for use of a private box. We currently have 16 boxes committed and 10 strong verbal commitments yet to sign a pledge card. We also have acquired some major gifts of six figures pledged to the stadium, and we have prospects of several more.

WHEN WILL WE BREAK GROUND?

The stadium is to be built entirely by private funds and the State of Montana requires that we have our funding plans in hand before construction can begin. If everything works well it is possible to have the stadium completed by the fall of 1986. A more likely date is 1987 since the public portion of the fund raising program will not begin until late spring.

TRAFFIC AND PARKING

Several important things will happen to improve traffic flow and park more spectators on campus. The first has already occurred and is the installation of traffic lights by the State Highway Department on Mount Avenue at Brooks, Stephens and Russell.

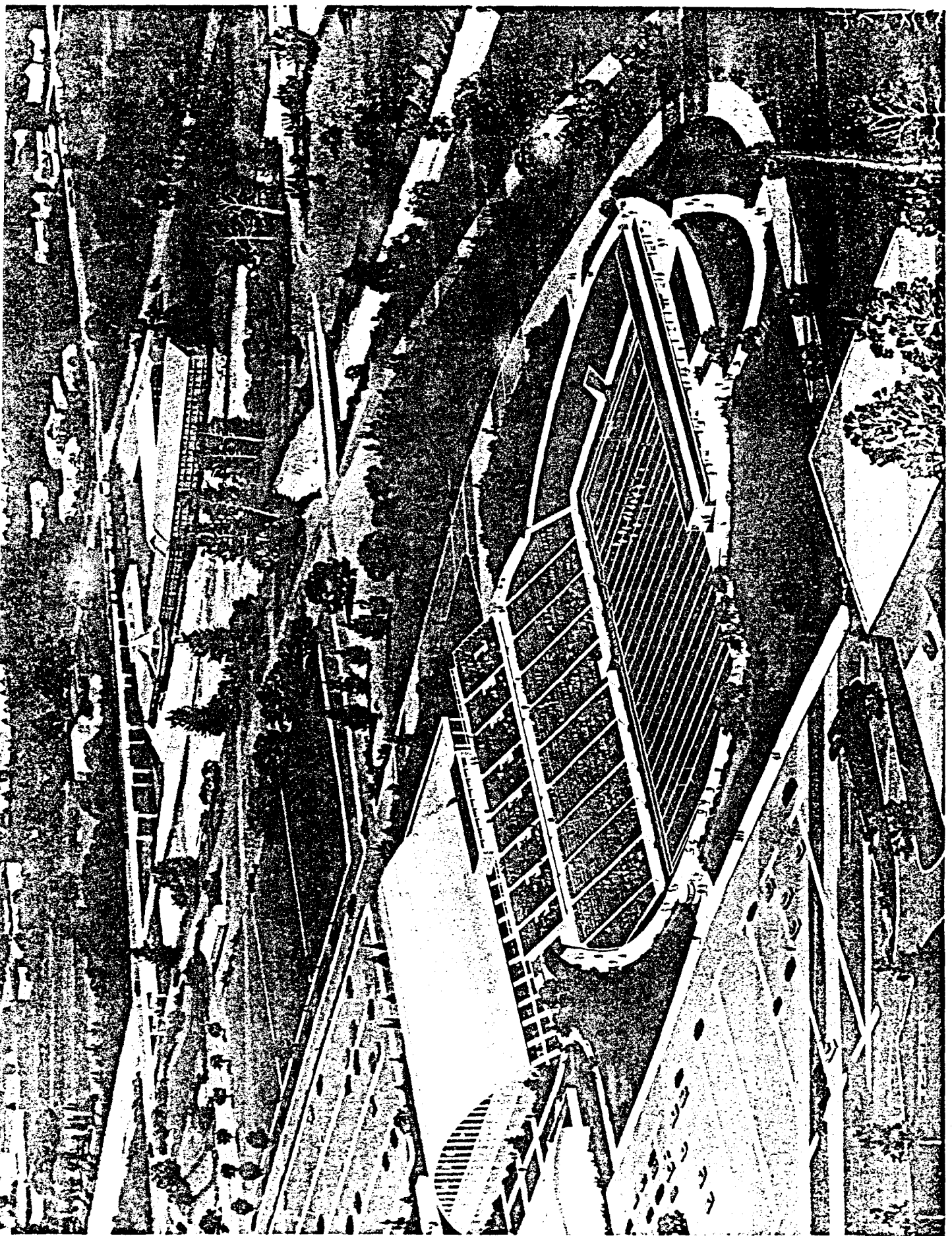
This makes a new connection to the south side of campus which will be facilitated by game-time traffic control at Beckwith and Higgins.

Educating the public to the use of this new Mount Avenue-Beckwith thoroughfare will decrease congestion on 6th Street and allow better traffic flow at the intersection of Arthur and 6th for game traffic arriving from the north side and Rattlesnake area.

Non-game through traffic on 6th Street will be discouraged by signing the intersections at Orange and 6th and Higgins and 6th. This will improve game-time traffic flow. 5th Street between Maurice and Van Buren will have parking removed to allow 4 lane exiting after the games, with two lanes exiting north across the Madison Street Bridge and two lanes continuing west on 5th Street.

More parking spaces are being provided on campus. A new 200 space lot will be constructed east of the swimming pool this spring. 200 cars can be parked in the Physical Plant storage yard adjacent to the stadium and the River Bowl can be used for intermittent parking of 600 cars for peak games. In addition, shuttle bus service will be provided from local motels and designated public gathering areas. A program will be initiated to better educate the public on the location of available parking spaces on campus.

Prepared by Nick Kaufman
Sorenson & Co.



STANDING COMMITTEE REPORT

March 23,

19 85

MR. PRESIDENT

We, your committee on **EDUCATION AND CULTURAL RESOURCES**

having had under consideration **HOUSE JOINT RESOLUTION** No. **18**

third reading copy (**blue**)

color

(Senator Mazurek will carry the bill.)

CONSENTING TO CONSTRUCTION OF FOUR PROJECTS AT THE U OF MONTANA

Respectfully report as follows: That **HOUSE JOINT RESOLUTION** No. **18**

BE CONCURRED IN

~~RECEIVED~~

~~RECEIVED~~

.....
Senator Chet Blaylock,

Chairman.