Engineering school divided between MSU and UMBC

The State Board of Higher Education (SBHE) issued a resolution on Thursday that will have negative implications for funding and implementing the proposed engineering school planned by officials at Morgan State, university officials said.

A spokesman for Morgan said the state acted in a manner that is "seemingly oblivious to the fact that the Maryland has budgetary limitations that preclude meeting many basic needs of its residents, but it has decided to fund an expensive engineering school at the University of Maryland (UMBC). This is despite the fact that the same state board issued a resolution on June 2 which said in part, 'the board does not support the UMBC plan to develop engineering in specific fields and will no longer include engineering in the statewide plan as an area for future program development at that campus.

With its Thursday action, the state board will now allow Morgan State to begin planning for programs in electrical, civil, and industrial engineering. And UMBC would be allowed to offer programs in mechanical, chemical, and biologically related engineering.

This decision comes after a very lengthy, and frankly, ugly battle over which school would be allowed to have a full-scale engineering program.

Claiming to have uncovered a motherlode of new monies in Maryland, the board says that it believes "the prospects for obtaining additional funding for engineering education in the state may have improved enough since then (June 2) to extend its recommended actions which called for providing substantially more funding of the College Park engineering program and initiating an engineering program at Morgan.

Morgan State's national alumni president, Mrs. Rebekah Johnson, said of the state board's action:

"I represent Morgan's 20,000-plus nationwide and international alumni. We take exception to any amendments to develop programs at the University of Maryland, Baltimore County campus concurrently with these initial efforts to fund, nurture and implement engineering programs at Morgan.

"The required state investment for the MSU endeavors must be sufficient to assure the engineering programs are funded at levels for successful implementation and future development. Funding at low thresholds will only result in a failed endeavor that flys in the face of protecting the 'public trust.'

"The subtleness of promoting the UMBC unapproved courses in engineering while at the same time contemplating jointly developing graduate programs in Baltimore to enhance the University of Maryland, College Park, and UMBC to the detriment of Morgan negates any attempt to sincerely promote equal educational opportunities.

"We are well aware of those who will argue that it was politically expedient to amend the resolution. But we ask the question, politically expedient for whom? We have seen the atrocities committed around the world in years gone by in the name of political expediency."

Andrew Billingsley, Morgan president, says that the new resolution raises serious questions about the future of Morgan's engineering school.

"What I'm concerned about first and foremost is funding. The SBHE funded UMCP with $1,000,000 in 1985 to begin upgrading its programs and says that Morgan can expect $500,000 to begin upgrading its programs. But what happens to our funding after that?

"I'm also concerned about whether or not the state will ever approve the funding for the science building that we need in order to have a first class engineering program.

"And then there is the issue of duplication of programs between Morgan and UMBC. Another issue relates to adequate funding for faculty which will obviously be crucial to this program. We need some answers to these hard questions before we can make a last determination of where we are going with engineering."

Food delivery delays may continue until Dec.

By Steven Humphreys (UPI) — Maryland health officials said Tuesday that disruptions in the delivery of food supplements to low-income and malnourished families in the state may continue at least until the end of the year.

Assistant Health Secretary Joanne E. Finley said officials "are doing everything possible" to solve problems that have delayed food shipments to some families and may have terminated others from the Women, Infants and Children (WIC) Program.

Management problems have plagued the WIC program since before last July when the disruptions were brought to the attention of Gov. Harry Hughes and a special task force was formed to study the problem.

Officials say the disruptions are the result of a faulty computer program used to administer the program for the state by Science Management Corp., a Lanham-based contractor.

The Maryland Food Committee, a non-profit advocacy group that has threatened to bring legal action unless the problems are solved soon, has called on the state to hire a new contractor for the job.

But Ms. Finley said federal procurement regulations and funding restrictions "will not allow such a precipitous change, even in an emergency."

She said members of the task force have been meeting daily and have consulted with computer specialists to help SMC find the bugs in the computer causing the problems.

The task force also has been working on the development of a parallel computer system owned by the city of Baltimore that could be used in the event of an emergency, Ms. Finley said.

"We believe the problems itemized by the food committee can be resolved by the end of the calendar year," she said.

Ms. Finley said state officials, meanwhile, have organized a push to sign up new recipients for the food supplements, and have enrolled at least 13,000 people since July.

The food committee said SMC has mistakenly taken recipients off its rolls and erased records, sending local administrators of the program on hunts for the recipients in their jurisdictions

"After three and a half months, the problem is as bad as ever, if not worse," said Jan Houbolt, director of the committee.

He said that in Baltimore, where about half of the program's 53,100 beneficiaries reside, at least 350 people were incorrectly dropped from the program two weeks ago by a computer error.

Another 300 were dropped from the rolls in Anne Arundel and Montgomery Counties, he said.

Health department officials said they did not know how many families were affected by the disruptions.

"I can't say that a hundred percent of the people under the program are getting picked up (on the rolls)," said Health and Mental Hygiene Department Spokeswoman Joan Lewis. "At this point we don't have a count, but we don't think it's very many."

"Since these people are nutritionally needy, we're doing our best to make sure they get what they need under the program," Ms. Lewis said.

Auto emissions inspection could be nightmare

By John W. Frece

ANNAPOLIS (UPI) — Visions of irate constituents, presumably angered over the state's new auto emissions inspection program, appear to be dancing in the minds of state legislators.

Several members of a legislative committee vented their frustration over the program again Tuesday, specifically protesting a requirement that the annual $9 inspection fee be paid in cash.

I've been to three citizen meetings and they are simply outraged," Delegate Marilyn Goldwater (D-Montgomery), said of the cash-only requirement. "I don't know anybody who doesn't consider a check (as) cash."

Mrs. Goldwater and other members of the House Environmental Matters Committee complained about various aspects of the program during a several hour briefing conducted by Barbara Wauchope, coordinator of the inspection program for the state transportation department.

"We hope to find a solution (to the cash-only problem)," Ms. Wauchope told the committee, whose members are also worried that motorists may have to wait in long lines to get their cars inspected, only to flunk the test and then have to pay up to $50 for repairs before submitting to a second test.

Ms. Wauchope said the reason only cash is being required is to make the inspection stops as quick and efficient as possible.

The state hopes the average inspection will take no more than one to three minutes and that the total stop at an inspection station will be completed within 10 minutes.

"It's designed as a high speed, high efficiency system," she said, adding that a stop to make a credit check on a credit card or a personal check could "add precious minutes to the process."

The five-year inspection program, required by the federal government as a means of making Maryland's air quality meet national standards, is to begin in January.

Only motorists whose gas-powered cars and light trucks are registered in the state's eight most populous jurisdictions (Anne Arundel, Baltimore, Carroll, Harford, Montgomery, Howard and Prince George's counties and the City of Baltimore) are required to participate.

Ten inspection stations are being constructed (two in Prince George's and Montgomery counties, one in each of the other six jurisdictions) and at least seven will be ready on time for the program to begin in January, Ms. Mauchope said.

About 1.7 million of the state's approximately 2.5 million registered vehicles are expected to be included in the test areas and a first-time failure rate of 20 to 25 percent is expected.

Motor vehicles contribute about 90 percent of the carbon monoxide emissions and 40 percent of the hydrocarbon emissions that make up the state's air pollution problem.

Vehicles that have catalytic converters that have been altered or that were manufactured to run exclusively on unleaded gas but have been tampered with will automatically fail the tests until repairs are made, transportation department officials said.

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Lottery sales brisk

First day sales of "Lotto" tickets—a jackpot game that offers players a one-in-two-million hot at becoming instant millionaires, were about what officials expected.

Robert Laired, deputy director of the Maryland State Lottery, said more than 30 thousand worth of Lotto tickets were sold Monday.

"But the first day is not a very good barometer of sales, "he said.

The 1983 General Assembly authorized the six-digit game to help bail out financially-strapped municipalities like Baltimore and Prince George's County.

Lotto proceeds will be distributed to localities in the proportion the localities produce lottery revenues, rather than put in the state's general fund like earnings from other lottery games.

The game is expected to net about 10.1 million statewide b fore it expires in October, 1984. Latest estimates show Baltimore receiving about 3.1 million and Prince George's County about 3.2 million of the revenue.

Lotto players buy bet slips containing 10 games. A ticket buy r can play two games for a dollar or play up to 10 games for five dollars. To win, the number selected must match the wining numbers selected on television in any order.

If a person matches six out of six number—estimated at one chance in nearly two million—he or she is a jackpot winner. If no one has a winning match during the weekly drawing, the money continues to pile up until someone wins.

In a similar game in Pennsylvania, the jackpot recently clim ed so high that the winner received 18 million. Maryland's Lotto jackpot is guranteed to contain a minimum cash prize value of 1 million until the end of 1983, and 200,000 thereafter.

Lesser prizes of varying amounts will go to those who match four and five numbers. The winning lotto numbers will be chosen Saturday evening at 7:55 p.m. on WJZ-TV.

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NAT'L CAMPAIGN SET

Teen-parent pact on drunk driving gains support

By Patricia McCormack

Parents and teenagers are getting together in a unique partnership called the "contract for life," meant to save the lives now lost to drunk driving.

Created by SADD — Students Against Driving Drunk — the program was launched two years ago in Marlboro, Mass., by Robert Anastas, a teacher from Wayland High in Wayland, Mass.

SADD, which aims to save lives by eliminating the drunk driver, was Anastas' response after two of his students died in a car crash in 1981.

The grief engulfed students and townspeople.

Some 8,000 teenagers and young adults are killed annually in highway crashes involving drunk driving.

By singing the SADD "Contract for Life," parent and teenager agree to carry out the agreement, which becomes a family document.

The part to be signed by the teenager says:

"I agree to call you for advice and-or transportation at any hour, from any place, if I am ever in a situation where I have had too much to drink or a friend or date who is driving me has had too much to drink."

The part signed by the parent says:

"I agree to come and get you at any hour, any place, no questions asked and no argument at that time, or I will pay for a taxi to bring you home safely. I expect we would discuss this issue at a later time.

"I agree to seek safe, sober transportation home if I am ever in a situation where I have had too much to drink or a friend who is driving me has had too much to drink."

The crusade born of grief in September, 1981 caught on so fast that Anastas gave up his teaching job to be executive director of SADD.

In March he received the U.S. Health and Human Services award for his work with youth and alcohol abuse. Since 1982, he has met with high school students, parents and community leaders in 22 states. the District of Columbia and Canada. He has lectured before more than 200,000 students representing 6,000 high schools.

By the end of the 1983 school year the SADD program had reached 3 million teenagers.

A new twist may double that number during this school year. The National Football League and others are joining up to make the "Contract for Life" a household phrase in every family with teenage sons or daughters.

In pitches for the "Contract for Life" during network broadcasts of NFL games, Drew Pearson of the Dallas Cowboys tells listeners: "You know, as a professional athlete, I've had an opportunity to see more than a few contracts. Believe me, this contract for life is the best deal I've ever seen. Everybody comes out a winner — parents, teens and all of us who want to make the highways safer."

To promote SADD's campaign, the NFL has teamed up educators and the liquor industry and hopes to "stimulate our most effective, untapped weapon in the fight against teenage drunk driving — the American family," Anastas said.

"Communities where the contract has been widely used have seen a noticeable reduction in teenage highway deaths."

Duncan H. Cameron, spokesman for the Distilled Spirits Council of the United States, said: "Teachers, police, judges and jailers can all play an important part in stopping drunk driving, but they can't do the whole job.

"Families are the cornerstone of our social structure and they must be given a more active role in solving this problem. The liquor industry is committed to doing whatever we can to make the roads we all use safer."

The National Association of State Boards of Education is distributing more than 1 million special NFL schedules, supplied by Cameron's group and listing guidelines for making responsible decisions concerning the use or non-use of alcohol.

For a free "Contract for Life" information kit, write to SADD, "Contract," Corbin Plaza, Malboro, Mass. 01752. (UPI)

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POLLSTER SAYS

Jackson could hurt blacks

By Frank Spotnitz

NEW YORK (UPI) — A prominent national polister says Civil Rights Leader Jesse Jackson could actually hurt the black cause if he increases black voter registration but fails to boost black voter turnout.

Pollster Louis Harris said Tuesday black yurnout, not registration, was "the singular, pivotal problem."

The pollster said that in the 21 states with the largest black populations, black registration lags behind white registration by only 10 percentage points, while black turnout in elections is 18 points behind that of whites.

"History may not look kindly on what you've done," Harris warned Jackson, if the civil rights leader just increased black registration and not black voter turnout.

The men appeared at a news conference before the annual fall dinner of the NAACP Legal Defense and Educational Fund.

Jackson said a racially diverse slate increases voting by minorities, citing the victory of Chicago Mayor Harold Washington as an example.

"An all-white male primary is not very appealing to women, Hispanics and blacks," Jackson said at a news conference.

Jackson defended his position to run, saying his campaign would bring the issues of the poor to national politics and help minorities gain their fair share of offices at all levels of government.

Earlier Tuesday, the Jewish Defense League vowed to oppose Jackson's bid claiming he was anti-Jewish, anti-Israel and supported the Palestinian Liberation Organization.

Jackson denied the charge of racism saying attempts to seek new solutions to problems in the Middle East should not automatically be branded as anti-Semitic.

The civil rights activist said he believed Israel had a right to exist and that existence was in the interest of the United States, but he said the United States also needs good relations with Arab countries.

Long-term jobless may get benefits

(UPI) - Marylanders who have been unemployed for long periods of time may be eligible for extra weeks of jobless benefits under an extension of the Federal Supplemental Compensation Program, state officials said Tuesday.

Brent Johnson, secretary of the state's newly created Department of Employment and Training, said recent legislation signed by President Reagan allows for chronically unemployed persons to continue receiving benefits for up to eight weeks.

Provisions of the extension entitle qualified Marylanders to the benefits for:

—Five additional weeks if they filed a claim for the benefits after April 1 and exhausted their benefits prior to or during the week ending Oct. 22;

—Two additional weeks if they filed a claim after April 1 and have not yet exhausted their benefits; and

—Eight additional weeks if they filed a claim after Oct. 22.

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