

APPROPRIATIONS - FINANCE & CLAIMS

SUB-COMMITTEE: HUMAN SERVICES

JANUARY 17, 1979 - AERONAUTICS BUILDING

The meeting was called to order at 9:10 a.m. by Chairman, Steve Waldron with the following members present:

Chairman, Steve Waldron  
Senator Gary Aklestad  
Representative Bill Hand  
Representative Robert Marks  
Senator Pat Regan  
Senator Pete Story

Others present were: Albert E. Goke, Administrator of Highway Safety Division; Harold Fryslie, Director of DCA; Martin T. Mangan, Deputy Director of DCA; David E. Wanzenried, Field Assistant for Centralized Services; Mike Ferguson, Administrator for Aeronautics Division; Curt Nichols, LFA; Carolyn Doering, Executive Budget Office; Jeannie Cross, Lee Newspapers.

Prior to the meeting the subcommittee met at 8:15 a.m. at the airport and viewed several planes which belong to state agencies and the hangars they were stored in.

Highway Safety Budget

This division is responsible for promoting highway safety through various programs. One such program is the schools for drinking drivers. The difference between the LFA and the Executive budget is: 1. The Executive budget recommends adding a statistician which was not in the LFA budget. Curt Nichols did say this was an oversight and the position probably would have been recommended by the LFA. 2. The executive budget added \$100,000.00 for a program on Public Information dealing with safety belts and the 55 m.p.h. speed limit. 3. The LFA did recommend the subcommittee look at a program to provide traffic engineering support to local communities. The LFAs felt this program would be an efficient way to handle highway safety.

Carolyn Doering gave a statement on behalf of the Executive Budget Office. She pointed out that the statistician position is one that has been approved in the past by budget amendment. This year it has been included in the regular budget. The position is funded solely by federal monies. General fund money is not used. The federal funds will be lost if the position is not counted. The \$100,000.00 funding is 75% federal funding for a safety program on seat belts and the speed limit. Only \$25,000.00 is from the Highway Fund money. The federal funds cannot be used for advertising, but is used to produce programs. The state funds would purchase air time.

Mr. Albert Goke, Administrator for Highway Safety, spoke on behalf of the \$100,000.00 funding and the Traffic Engineer's Program. He feels both would be beneficial. The Traffic Engineer's Program can help local communities locate high accident areas, plan ways to eliminate these areas and help with designing problems. The extra \$25,000.00 from the Highway Fund will be fundamental in educating the public on accident safety. The division does studies on highway speed and the amount of accidents. They attribute lower death rates to the lower speed enforcement. If the division does not get the matching funds, the program would be in trouble.

### Aeronautics Budget

This division handles several programs including the state air pool, beacon systems, maintaining state owned airports and loan programs. The major difference between the LFA and the Executive budget is in the amount of approximately \$60,000.00 from the earmarked accounts. The reason for the difference has not been pinpointed yet. The LFA does have concerns with the State Air Transportation Pool. It hasn't been fully implemented as the 1974 law required. All state planes were to be pooled. This may be the reason that the pool has been run at a deficit for the last four years. A supplemental request came in this year to pay for two of those years. If it continues as it is now, it will probably continue at a deficit. There are several solutions: 1) Selling the planes and disbanding the pool. 2) Fully implementing the law and eliminating some pilots and planes. 3) Accept that a deficit will be continued and fund it. The last solution is not recommended by the LFA.

Also there is House Bill 60 which proposes to raise the tax on aviation fuels. This would raise the amount of money available for grants and loans for airport development. The additional tax would allow about \$350,000.00 more for the next two years. This may have to be coordinated into the budget.

The LFA proposed to eliminate a janitor position. The Executive budget eliminates the janitor position plus a .5 FTE pilot position and a secretary position at 1.0 FTEs. The 2.5 FTEs were eliminated by the Executive Budget Office during the Governor's hiring freeze. The Executive budget has approved the increase in the State Air Transportation Account.

Mr. Mike Ferguson gave some background into the State Air Transportation pool. Governor Anderson recommended the pool in 1972 and issued an Executive Order. In 1974 Senator Lowe passed a bill with specific guidelines, HB 508. All of the planes in the state pool do belong to the State. The T-41 is a military plane which can be recalled by the federal government at anytime.


The planes are payed for by the monies received when a plane is used.

One problem noted was a lack of knowledge on the program by the other agencies. The program has just put out another brochure on the pool which was mailed to all agencies and a second mailing is planned. Another problem brought out was the cost effective use of some planes. One example was the use of the Aero Commander for the use of picturing taking. Chairman Waldron brought out that several private firms feel that a Cessna 180 is more cost effective. Another problem is getting the other agencies to pool their planes and pilots. Many of the pilots work in other capacities besides that of pilot and are needed in their departments.

A copy of recommendations regarding the air pool from Harold Fryslie to Ray Dore was distributed. Included in the recommendations was that the Aero Commander remain with the Highway Department until its life cycle expires - around 1983. One suggestion by the subcommittee was perhaps the plane could be sold since it cannot be incorporated into the pool. The Fish & Game should turn over their planes, however they would have first priority for use. If the recommendations are approved, they would take effect immediately.

Mr. Fryslie was questioned on the rental of the King Air during the months of July 1977 to March 1978 when during that time they had available the Beech Duke. The Duke is fully certified and a twin engine plane costing \$170.00 per hour. The King Air costs \$335.00 per hour. Mr. Fryslie responded that upon studying the problem of planes, it was decided that the use demand on the Duke with 19 agencies and the Governor was too great. Therefore they did go ahead and rent the King Air for the Governor's use. It was at the direction of the Governor, but with the recommendation of the DCA. It was eventually decided that the King Air was more than they needed and stopped the rental.

Chairman Waldron questioned Mr. Fryslie about allegations of personal use of the aircrafts and discrepancies in flight logs and odometers. The DCA did investigate those allegations. A report done by Mr. Martin Mangan was turned into the Governor's Office. The allegations were primarily against Mr. Ferguson. The subcommittee requested a copy of the report. Both Mr. Fryslie and Mr. Mangan advised the committee that they would have to check with the Governor. It has not yet been decided if the report would be released to the public due to the right to privacy. They would check and let the subcommittee know. Mr. Mangan was asked if any of the allegations were found to be true. Mr. Mangan said that none of the allegations were verified. If they had found any of the allegations true it



would have been turned over to the Attorney General's Office. Mr. Mangan was questioned on the method that the report was printed. An Aeronautics Division secretary did type the report after it was determined that none of the allegations were true. Mr. Mangan did retain all drafts, notes and shorthand notes from the report. The report was checked after typing and was found to be accurate. Mr. Mangan was then questioned about interview procedures. He was asked if all people interviewed were given a chance to read their portion of the report before it was turned into the Governor's Office. Mr. Mangan replied that not all people involved had been contacted. Some persons had reviewed their interviews, but not all.

The Supplemental Aeronautics Budget will be discussed next week.

The meeting was adjourned at 11:15 a.m.

Respectfully submitted:



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Chairman, Steve Waldron  
Approved

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