



Facilities and Services

Tuesday, January 27, 2015

5:00 p.m.

VU 460

- Members:** *Present:* Chelsea Ghant, (AS VP for Business and Operations, Chair); Emma Palumbo (Student Representative, Viking Union); Ian Fisk (Student Representative, Outdoor Center); Camilla Paine (Student Representative, Recycle Center); Daniel Billick (Student Representative, Publicity Center); David Cole Blattenberg (Student Representative, Lakewood); Mirabelle Blech (Disability Outreach Center Coordinator); Andrew McKinley (Student Representative at Large)
- Advisor:** Greg McBride (Viking Union Assistant Director of Facilities); Eric Alexander (Assistant Dean of Student Engagement/Director of Viking Union Facilities)
- Secretary:** Emma J. Opsal (AS Board Assistant for Internal Committees)
- Guests:** Fred Collins (AS Outdoor Center Manager)

Ghant called the meeting to order at 5:06p.m.

I. Introductions

- A. The council shared their names, preferred pronouns and their highlights of their winter breaks as an introduction.

II. AS Motor Pool Proposal

- A. Ghant introduced the conversation the council would have surrounding the Motor Pool, and what options the council would have to expand, replace, and better use the Motor Pool.
- B. Greg McBride highlighted the purpose of the motor pool, to provide transportation for the AS and students as well as vehicles not all students would not have regular access to, and how it was subsidized by the Board. He showed the council the vehicles, including an SUV, a van and a trailer for hauling equipment. He discussed the safety ramifications and the problems associated with having aging vehicles travelling with students every weekend, and the problem of different levels of care from use to use. He discussed the fee paid by those using the vehicles, which was 40 cents per mile, which was the minimum to maintain the vehicles, and to fund the repairs in case of an accident. He reiterated this cost was very low for students, in comparison to using the rental service Enterprise. McBride then showed the usage of the vehicles by different groups, with the majority being done by the Outdoor Center on the weekends. He also stated the OC was given first access to reserving the vehicles, as they required a trailer hitch to haul their equipment. It was asked why there were no 15 passenger vans, as there was an emphasis on the lack of space for participants in Outdoor Center programs. Alexander answered, stating it was difficult to supply drivers as state policy required those driving the vehicles needed 5 years of driving experience, thus would have to be 21 years old. This policy had led to a shift in the types of vehicles owned by the AS, to ones accessible to all student employee drivers. It was then discussed how

many miles were travelled by the OC. Members of the council felt there was a low mileage on each of the vehicles, as they each had approximately 60,000 miles on them, and they were 6 to 8 years old. It was stated this was the typical turnover point for the vehicles, for safety and quality reasons. It was then asked, if the Outdoor Center had such a major use, why not give them their own, with the AS having their own smaller pool of vehicles. Ghant stated this was an option, as well as taking no action, increasing the size of the Motor Pool. She showed them the additional information, such as the costs of adding to the Motor Pool, keeping the Motor Pool the same. It was suggested that the Motor Pool have a staggered replacement, with some replaced then, and others replaced later. This would spread the cost across multiple years. Ghant also stated the chosen vehicles (SUV and minivan), as not all students had access to such vehicles. McBride also stated the AS was under a state contract with Enterprise, which cost substantially more money for students. He also stated there was an option of private auto reimbursement, where students could be reimbursed for using their own vehicles. McBride stated these models were chosen so they could be supported in the long term, however there was a need to look critically at the process of choosing and gaining the vehicles.

- C. Ghant introduced Collins, who was there to provide insight into the OC's use of Vehicles. He discussed the history behind the Motor Pool, as at one point during his time in organization he had seen a time when there were many AS vehicles. The last time the Motor Pool was discussed there was talk about the 15 seat passenger vans, and this had led to fewer vehicles. With the fewer vehicles, there was a monopoly on them by the OC, which was troubling. This was also evident in the choices, as there were specific needs in the OC. Additionally, he was troubled by the shared use, as not everyone was as trustworthy, nor drove the same, so it was hard to gauge how well taken care of the vehicles were. He stated the VU tried to get others to use the vehicles, however this was not possible if the OC had booked all the vehicles. Collins then showed the council the options for expansion, starting with a truck. He stated the added carrying capacity would alleviate space issues in the SUVs, as for many of the excursions, people were holding gear in their laps, or sitting on it. However, purchasing a truck instead of an SUV would mean the loss of 3 seats, and the capacity for carrying students would shrink from 16 to 13. It was discussed if this was the best option, as the OC was expanding through partnerships, and could fill all spots quickly. Collins stated that even in some cases, the OC had to rent vehicles even with the vehicles monopolized. He stated this was not good, as this did not allow them to serve enough students. He also stated the OC as well as himself did not feel as good about having the current fleet, as at approximately 60,000 miles it became a possibility there would be problems with the vehicles. Because of this, the trip leaders for the OC did not trust the vehicles. He was also concerned about how this affected others using the vehicles, as the nature of the OC was to use the vehicles in off road and other tough on car situations. Palumbo asked what the average attendance of each trip was. Collins stated it was dependent on the trip, however all trips had waitlists. He stated with a 3rd vehicle, more students could be served. Fisk stated Collins was correct, and the average was 14 students, not including the trip leaders. It was asked which would be a better option, a truck or an SUV, as the trailer could fist gear as well. It was also asked if the OC used vehicles so frequently, why not have its own fleet. McKinley then asked how much was available for the purchase of the vehicles. Ghant stated the AS would

subsidize the purchase, and had set aside \$70,000 from the reserve budget. She also stated there was more that could be accessed if the need presented itself. Collins discussed why the process of replacing the vehicles was something doable, as there was substantial need to do something real, and the money was available. Ghant discussed the use outside the OC, as the AS as a whole was growing. She gave an example of an interest in legislation, as more and more students were going to Olympia to participate in government. Palumbo also stated when working in the VU and checking keys out to students, they were learning about the vehicles, and expressing interest in using them for clubs. Collins reminded the committee of the motor pool owned by the university that could be accessed. He stated the vehicles had been phased out when the university had cut the funding for the overhead to maintain the vehicles. Alexander directed the attention to the spreadsheet showing the Enterprise usage for the last year, and how over the course of the year there were about a dozen uses of the Motor Pool by non-OC groups. It was then asked if there was an expectation every club would have access to the vehicles, and as long as they were provided, there would be a commodification, and people would want more and more vehicles. Alexander then explained there were discounts available for the purchase of vehicles, and they would cost less than sticker price. He stated that based on the rentals of the previous years, it made sense there was consistent need for vehicles coming from one group, the OC. He questioned if there was an option of a fleet for the OC, and a small group of vehicles for the rest of the AS. He stated there was no need for heavy usage for those groups. He felt this would give access to the groups that need the vehicles, as there was a small number of groups from outside using the vehicles. He then considered there were not many people using the vehicles outside the AS, and because of this, it would not be cost effective to buy vehicles for every group. He stated that all have rental cost, and that the given spreadsheet did not represent the issue well. There was discussion as to whether or not this was a departmental decision to be made, as the needs of the OC were much different than those of the rest of AS, and it was a possibility for them to have their own vehicles. It was also established that the needs of the OC needed to be accounted for, but also those of the AS if there was to be a shared fleet, as everyone had needs, not just the OC. Collins stated the VU was very helpful in getting the vehicles for the OC, but everyone wanted the service, and everyone had the need. Blech stated she liked the idea of staggering the replacement of the vehicles by keeping the old, and gaining 2 new vehicles. She stated this was a fiscally prudent way to expand the Motor Pool. She also stated this would be a good opportunity to collect more data, and see if people would use the vehicles, if they would all be used by the OC all the time, how clubs would use them, and perhaps consider a cost benefit for the vehicles. Blech said this expansion would be okay because the majority of the travel was not extensive. She gave an example of an alternative bike expo trip that had come from her office, and showed the need for an accessible vehicle to use within the community. She also felt this would be a common practice, to use the vehicles to get places in the community, and these trips would not put a significant strain on the vehicles. She stated there would then be an issue of who had first priority to the vehicles, the OC, or non-OC groups. She reiterated her point of how it was worth it, as the trade in value was not substantial. Alexander stated this was a possibility, as the state overall waited until 100,000 miles to replace the vehicles. Collins then stated there was not much left in the vehicles in terms of extensive use, like that of the OC, at 60,000 miles. This was

due to the nature of maintenance the vehicle needed then, which was more significant than typical maintenance expected on cars. It was asked why Collins stated the OC did not trust the SUV. Collins stated this was because of the exact reason, and because it was mysterious as not everyone reported everything that went on with it. He stated there were numerous factors to this mystery, from the driver, the environment, and the car itself. He stated this was a major safety concern for him, as he was expected to send students in a vehicle he did not trust. He stated there was a huge difference between in town driving and travelling on the roads the outdoor center took students to. Ghant opened the floor for questions for Management Council, which she would take the issue to the following week. It was asked who would be responsible for the maintenance of the vehicles, and would it be part of the OC's operation, rather than a service provided to them. It was also asked what entity would be in control of the management of the vehicles. Additionally, it was requested to ask if they would see a need for departmentally specific vehicles. It was also discussed that this need was to decrease rental of vehicles. Alexander stated there was always going to be renting of vehicles, however, the accessibility to them was an issue caused by the renting of vehicles 3 months in advance. He also stated the type was very important at the OC expanded, and there was lean towards SUVs. However, no matter what, the capacity could always been greater than the amount of vehicles. Collins then returned to discussion of the truck, as it allowed for dry storage, was safer in the snow than a trailer, and not all students were comfortable hauling a trailer. He stated it was a good idea for a gear vehicle. Ghant then explained the process through which the conversation would continue. She stated she would then take it to management council, then to the board of directors. She said if the purchase was approved, the vehicles would be bought through McBride's office. Alexander asked the council to think about the questions raised in the meeting, and the issues surrounding the purchases, from the size of the expanded Motor Pool, to the management of the vehicles. He reminded the council of the AS Motor Pool's mission to keep its services open to all students. Collins also asked them to consider modern warranties available on vehicles that would keep the companies responsible for a certain number of miles. Ghant asked the council to send her any questions by the following Friday.

III. Adjourn

The Meeting was adjourned at 6:02p.m.