

University Of Washington  
Faculty Council on University Facilities and Services  
10:00 a.m. – 11:30 a.m., April 12, 2012  
26 Gerberding Hall

**Meeting Synopsis:**

1. Call to Order
  2. Approval of Minutes for March 8, 2012 Meeting
  3. UW Energy Future - Kirk Pawlowski, Asst. Vice Provost, Capital Resource Planning
  4. UW Vehicles and Student Driver Safety - Josh Kavanagh, Director, Transportation Services
  5. Adjournment
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**1. Call to Order**

The meeting was called to order at 10:07 a.m. by Chair Bill Rorabaugh.

**2. Approval of Minutes for March 8, 2012 Meeting**

The minutes from the March 8<sup>th</sup> meeting were approved without changes.

**3. UW Energy Future- Kirk Pawlowski, Asst. Vice Provost, Capital Resource Planning**

Kirk Pawlowski provided the Council with a presentation given to the UW Board of Regents entitled “UW’S Energy Future: Enhancing the Mission.” Due to the loss of state funding and aspirations to create a new energy infrastructure without using carbon, the UW has been looking at reinvesting in infrastructure, rather than selling it to the private sector. Posing the question of where UW is headed in the next 20 years, this presentation was given to the Board of Regents on March 8<sup>th</sup>. Though no decisions have been made, due diligence is currently being carried out, working with two global consulting agencies to understand whether this approach is worth taking. Preliminary discussions have led to believe that this is worth further investigation in global districting energy.

Pawlowski informed of the potential improvements that can be gained through distribution efforts. The increasing proliferation of “chillers” and “boilers” amongst different buildings is unsustainable without state funding. He described the “districting energy” model distribution of resources, emphasizing use of “unrestricted” energy, such as using thermal energy. An example was illustrated, discussing buildings with different functions sharing heat and water services. UW is the largest District Energy system in the Pacific Northwest. Suggestions were given to use vertical integration to take advantage of the rising heat.

Pawlowski informed of some of the challenges faced by such a project:

- System capacity constraint
- State capital funding no longer available
- Risk management mitigation strategy required
- Pathway to a “Carbon Smart UW”

The recent blackouts in February were cited as some of the concerns regarding the current infrastructure, although the cause is still unsure. Reliability is particularly important within clinical areas was emphasized. Through the districting energy approach, an additional opportunity is for the University of Washington to provide service to other institutions such as Swedish Hospital, Children’s Hospital, or other organizations to raise further revenue. The Board of Regents approved investigation in a reinvestment strategy for energy.

The discussion followed on the logistics of such infrastructure, with the potential use of Sound Transit tunnels for distribution. Pawlowski noted priority to leverage assets, enhance reliability and resilience and reduce carbon footprint, which attributed to be cost effective as well.

Next steps will consist of sending out a Request for Quotation or Proposals, followed by a 90 day feasibility assessment, ending in the selection of one or two companies to partner with. The results will be reported back to the Board of Regents and to FCUFS. Pawlowski noted that this project will be long-term, and envisioned integration of student, faculty, and the Environmental Stewardship Advisory Committee interests. Even should the University not pursue the districting energy model, there is an option to continue the current mode, considering deep conservation and moving away from an individual building approach.

Pawlowski asked for feedback and support from the Council, and will return in the fall to provide updates.

**4. UW Vehicles and Student Driver Safety (30 min.) - Josh Kavanagh, Director, Transportation Services**

Josh Kavanagh was introduced to the Council, along with his colleagues Michelle Rhodes and Ron Taylor. They are investigating changes of policies regarding the UW Vehicle fleet, and would like the Council’s feedback before the topic returns to the University Transportation Committee (UTC). Two recent accidents were noted involving University of Washington students using UW vehicles. The common factor in these accidents was that the drivers authorized for these vehicles of this class had handed the keys to someone not authorized. Two specific concerns were: a) Overall approach to 12 person van, and b) standards for all student drivers.

The Council was asked how to best prevent non-qualified drivers from using UW vehicles, and how to deal with driver fatigue, should only one driver be certified out of a group. Kavanagh informed of a new effort through online training modules will provide students with a wallet-sized certificate of training, to determine eligibility for driving UW vehicles along with a drivers’ license. Additionally, the UW will begin requiring a “behind the wheel” test for drivers using 12 passenger vans prior to the summer trip season. This may impact field trips and other academic activities. Currently it costs \$250 for a driver to be certified to drive a 12 passenger van. This, jointly with the time commitment, may cause some departments to no longer want to use such vans. Such burdens may shift use to the UW minivan fleet, which are safer as they do not suffer such a high roll-over rate. Due to safety concerns, 15 passenger vans have been completely removed from the fleet.

Councilmembers asked whether 12 passenger vans are actually needed. The need for larger vehicles was attributed to decrease passenger costs from purchasing additional smaller vehicles. The question was posed whether professional drivers and buses meet the demand for larger size vehicles. Kavanagh considered much of the need for these 12 passenger vans was due to need

for luggage space, and not necessarily to accommodate 12 individuals. The demand for such vehicles over the summer was noted to increase greatly over the weekends and summer, but under-utilized during other times. When asked how UW drivers compare in terms of safety with other drivers, Kavanagh did not feel that he could compare accidents with other campuses, but was concerned that training requirements were less rigid here than the institution where he studied as an undergraduate.

Three policy directions were presented:

- 1) Renting a vehicle should be restricted to employees of the University. This would require department sponsorship, which would reduce access by student organizations. Regarding outside rentals, policy is unclear.
- 2) Use of fleet vehicles by UW students is for UW business or academic purposes only. This would remove recreation and other student life usage. Exception would be ASUW making a trip to Olympia, where students would be driving in their capacity as an employee.
- 3) Student drivers can only be able to operate 12 passenger vans as an employee. This would restrict to only students who have driving as a UW employee on responsibilities.

Faculty members voiced concerns that these too much complexity, especially in light of mixtures between academic, leisure and business trips. The difficulty to prevent handoff of keys causes either a voluntary or punitive policy to be a better model to ensure adherence; additionally discounts or incentives can be offered to students to switch to using vans. Trip planning also could be required, such as breaking an extended one day long drives to two shorter day drive. Another option would be to require the presence of more than one certified driver to register, in order to allow for backup drivers. The challenge of differentiating between academic use and other usages was also discussed.

The question was posed whether this change is due to liability of such accidents. If the driver was in compliance with UW policy, the student is indemnified, however if not the responsibility falls to the student. Despite this, concerns remain that the University would be burdened with lawsuits. Other scenarios were considered regarding the complexity of defining "current student." Kavanagh noted a willingness to require student drivers to be part of registered student organizations to prevent liability. Vehicles owned by departments rather than having contracts with fleet management served as a challenge in regards to compliance in policy.

Kavanagh asked whether or not to continue offering 12 person passenger vans, due to a higher accident rate. Council members were interested in the difference in accident / capacity rates and identity of organizations (student or otherwise) in using such vehicles. Kavanagh offered to gather data on these questions. It was recommended to provide students with an explicit policy against "convoy" driving, as any radical movement with such vehicles at high speeds could be dangerous.

Suggestions were provided to keep the policy simple, enforceable, avoid undercutting true purpose of the university. The balance between enabling students to take such trips, and restrictions to reduce risk management was noted, as financial decision shouldn't overshadow the student experience.

The Council thanked Kavanagh and his office for their efforts, considering their approach to be thoughtful and well-balanced.

## **5. Adjournment**

The meeting was adjourned at 11:25 a.m. by Chair Rorabaugh.

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Minutes by Jay Freistadt, Faculty Council Support Analyst. [jayf@u.washington.edu](mailto:jayf@u.washington.edu)

**Present:**           **Faculty:** Rorabaugh (Chair), Treser, Balick  
**Ex-Officio Reps:** Zuchowski, Coslett, Goldblatt, Byrne  
**Guests:** Kirk Pawlowski, Josh Kavanagh

**Absent:**           **Faculty:** Ozubko, Gates, Proksch  
**President's Designee:** Kennedy  
**Ex Officio Rep:** Kamkar