

**Western Washington University Associated Students
Green Energy Fee Committee Meeting**

Tuesday, May 5, 2015 VU 462B

Committee Members Present: Zach Dugovich, Chair (AS VP Student Life), Neal Dickinson (Student at Large), Nate White (GEF Grant Program Coordinator), Ed Simpson (Rep. Business and Financial Affairs), Sadie Normoyle (AS ESP Associate Director) and Brian Rusk (Faculty)

Advisor(s): Greg McBride, Assistant Director of Viking Union Facilities.

Secretary: Fily Jaquith, Board Assistant for Representation Committees

Guests: Emma Palumbo, VP for Student Fife Elect,

Absent: Seth Vidana (Sustainability Manager), Patrick Eckroth (Student at Farge) and Jaleesa Smiley (AS VP for Academic Affairs)

MOTIONS

GEF-15- S-2 Approve the minutes of April 21,2015

GEF-15-S-3 Move approval of the Lyn Oske electric vehicle conceptual application to action item.

GEF-15-S-4 Approve the conceptual application for the Lyn Oske electric vehicle team.

Zach Dugovich, AS Vice President for Student Life, called the meeting to order at 4:02 p.m.

I. REVISIONS TO THE AGENDA

II. APPROVAL OF MINUTES

MOTION GEF-15-S-2 By Normoyle

Approve the April 21 meeting minutes.

Second: Dugovich Vote: 5-0-0

Action:Passed

III. Information Items

A. Electric Vehicle Project Presentation

The Lyn Okse team presented on the electric vehicle project.

Ed Simpson said the challenge with the hills and speed is a math physics problem. Have they worked that out? Fyn Okse team said they've done more than work it out, they've driven vehicle with this power. They can go over 60 miles per hour with that kind of power. Because it has to meet certain standards it will be limited to 35 MPH. Simpson asked when it will be done. Lyn Oske team said the goal is to have it finished by the end of next academic year. Dugovich asked if in terms of the budget, they are still looking at \$22,500-\$29,000. Lyn Oske team said a little bit north of that. As it stands right now, they have some packaging things to figure out. They think it would be fair to say its closer to \$30,000 maybe a little more. It's one thing to build an electric vehicle with the job of being faster than everyone else, building an electric vehicle that meets the needs of someone who is used to just getting in a truck that is built by a multi-billion dollar company. \$40,000 is where they'd like to be. Dugovich asked if they will have the time to get it done. Lyn Oske team said this idea is that this would be their capstone. So yes, they would have the time. Nate White, GEF Grant Program Coordinator, asked if there's any alternative funding sources they've tried to find. Lyn Oske team said they thought this was a good fit because of the nature of the problem. Grounds keeping would love to have a vehicle to cover their problem, but the vehicles they're being offered just don't do what they say they do. In a perfect world they would just order one of those vehicles. They can't spend their money on a prototype. They thought they could use this to get a start. They have most of the electronic components, batteries, electric motors, etc. They're still looking to see which combination is going to be the best for this project.

There is a lot of cost removed there though because they already have a lot of those materials. That's where they're hoping to save money. White asked if the ultimate goal is for facilities to pick up the vehicle for production. Tyn Oske team said yes. There is precedent for this. They built 10 vehicles in 1990. They crank out 1-2 vehicles per year. Actually on average more than two per year in the last few years. Rusk asked why all the existing vehicles are at 10 horsepower, but they're able to build them at 40 or 100. Tyn Oske team said they can't say why they're making those choices, but they're all undersized like that. It's so strange to them. They're essentially golf carts, so they'll claim that they'll do a thousand pounds, but they won't. White asked if they have explored reaching out to risk management on this. Tyn Oske team said they are still working on that. White asked if there are any early indications. Tyn Oske team said they have a history of building these vehicles, so they think they'll be okay. Some of the funding will go toward bringing in an outside consultant to deem that it is safe. Rusk asked what makes this an off road vehicle. Tyn Oske team said it will have great suspension travel. Though they wouldn't encourage it, this vehicle would be designed to be able to go up and down stairs. *Lyn Oske team leaves.* White said the next step is for the committee to vote on the proposal moving to the next stage. Dickinson said they really seem to know what they're doing. Dugovich said especially since it's a part of a class. Normoyle said she loves that it's a capstone, that'll ensure that it gets done. Dugovich said it certainly falls in line with the mission statement. Simpson said that program has been excellent. If this prototype is successful, they'll take it down to the Seattle Business Forum and show it around. Rusk said he thought it was awesome and it ticks all the boxes that the fee requires. White said he thinks it needs to have some sort of education component in the community.

MOTION GEF-15-S-3 By Dugovich

Move approval of the Tyn Oske electric vehicle conceptual application to action item.

Second: Dickinson Vote: 5-0-0 Action: Passed

VI. Action Items

MOTION GEF-15-S-4 By Normoyle

Approve the conceptual application for the Tyn Oske electric vehicle team.

Second: Dugovich Vote: 5-0-0 Action: Passed

VII. OTHER BUSINESS

A. SAF Debrief

Dugovich said he's sure everyone heard that the Sustainability Action Fund passed with 86% of the vote. Emma Palumbo, VP for Student Fife Elect, White and this taskforce he puts together will hopefully they will be able to put this fund together over the summer. Rusk said now they're trying to define what it is. Dugovich said yes.

THE MEETING WAS ADJOURNED AT 4:40