

MEETING OF THE BOARD OF TRUSTEES  
OF THE EVERGREEN STATE COLLEGE

Thursday, November 15, 1973  
The Evergreen State College campus  
Daniel J. Evans Library, Room 3112

The meeting was called to order by Chairman Hadley at 10:15 AM.

Trustees Present: Thomas Dixon  
Herbert D. Hadley  
Trueman L. Schmidt  
Janet P. Tourtellotte

Staff Present: Judith Annis, Information Officer  
Richard Cellarius, Member of the Faculty  
Dean Clabaugh, Administrative Vice President  
Ted Gerstl, Member of the Faculty  
Rita Grace, Recording Secretary  
Kenneth Jacob, Director of Housing  
Jeanette Krones, Administrative Secretary  
Charles McCann, President  
Maxine Mimms, Member of the Faculty  
John Moss, Director of Auxiliary Services  
Carl Renshaw, Security Office  
Susan Whelton, Housing Office

Others Present: James Buie, Guest  
James Cox, Intern with Daily Olympian  
William Hirshman, KAOS  
Greg Mitchell, Student  
Debby Shawyer, The Cooper Point Journal  
Cindy Swanberg, Susquatch Group/Sierra Club  
Alice Watts, The Daily Olympian

Motions

73-81

Mrs. Tourtellotte moved approval of the minutes of the October 25, 1973 meeting as promulgated. Seconded by Mr. Dixon and passed.

Mr. McCann recommended that the Board adopt a revised resolution to secure services offered by the Surplus Property Section.

73-82

Mr. Schmidt moved adoption of Resolution No. 73-7 (replacing Resolution No. 72-4 adopted April 13, 1972) designating the Purchasing Agent to represent the college in securing services offered by the Surplus Property Section; and authorizing the Purchasing Agent to bind the college in such transactions.

Mr. John Moss reported on food service operations. Mr. Ken Jacob reported on on-campus housing.

At approximately 10:30 AM, the Chairman called a public hearing to consider revision to Evergreen's parking and traffic regulations, and individuals present were invited to give testimony. Among those speaking in favor of parking fees for economic, ecological and energy reasons were Richard Cellarius, faculty member; Greg Mitchell, student; and Cindy Swanberg, representative of Sasquatch Group/Sierra Club, who introduced testimony discouraging the use of private passenger cars and large parking lots and encouraging the use of alternative means of transportation.

73-83

Mr. Schmidt moved adoption, in accordance with Administrative Procedures Act requirements, of the attached revision to Washington Administrative Code provisions, Chapter 174-116, relating to permanent rules for campus parking and traffic regulations. Seconded by Mr. Dixon and passed.

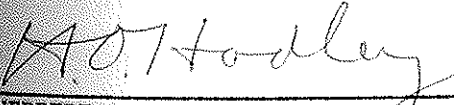
Chairman Hadley stated the Board's intention to request a further study of parking fees and their effects.

At 11:05 AM, the Board concluded its public hearing.

Faculty members Mimms and Gerstl reported on their coordinated studies program, Individual and Society; and faculty member Elbow, on his coordinated studies program, Word, Sounds and Images.

The date of the next meeting was tentatively set for December 13, subject to Mr. Halvorson's availability.

The meeting adjourned at 12:20 PM.

  
HERBERT D. HADLEY, Chairman

  
MRS. NEAL TOURTELLOTTE, Secretary

/rb

November 15, 1973

Testimony by Cindy Swanberg for the Sasquatch Group of the Sierra Club at a public hearing to discuss TESC parking fees.

The Sasquatch Group of the Sierra Club urges The Evergreen State College Board of Trustees to institute a parking policy which discourages the use of private passenger cars and large parking lots and which encourages the use of alternative means of transportation. This would both reduce air pollution and gas consumption and would also serve to encourage alternative uses of the available land.

More specifically we would suggest that profits from parking fees, if re-implemented, be used to further expand the TESC bus service or other alternative forms of transportation as needed and planned by the college community. If parking fees are implemented to control transportation by private automobile, reduced rates should be given, on a day-to-day basis, to drivers of private vehicles who carry a full load of people to school. This would encourage the formation of car pools and would provide a realistic mode of transportation for those to whom the bus service would prove inconvenient. It may also be reasonable to consider the possibility of construction of a bike-pedestrian lane from town to school. Such details we feel should be decided by a representative group of individuals.

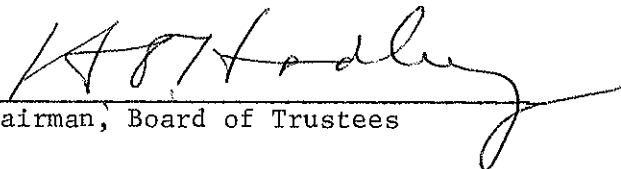
R E S O L U T I O N

WHEREAS, The Evergreen State College desires to avail itself of services of the Surplus Property Section of the State of Washington to acquire essential materials and equipment for the College:

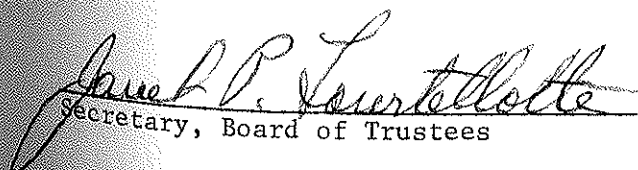
NOW, THEREFORE, BE IT RESOLVED, By the Board of Trustees of The Evergreen State College that Mr. Arnold J. Doerksen, Purchasing Agent, be designated as representative of the College for the purposes of securing for the College the services offered by the Surplus Property Section; and,

BE IT FURTHER RESOLVED, That the Purchasing Agent is hereby authorized to bind the College to the particular terms and conditions of transfer which are or may be imposed by execution of the state agency warehouse issue sheet, and empowered to delegate the authority imposed upon him to such persons as he considers reasonably necessary to accomplish this purpose by conferring upon them such authority as is necessary and assuring that they are properly identified by card or letter.

Adopted by the Board of Trustees of The Evergreen State College on this 15th day of November, 1973.

  
Chairman, Board of Trustees

ATTEST:

  
Secretary, Board of Trustees

REFORM IN PRESENT PARKING POLICY AT TESC

PURPOSE:

1. Fiscal discouragement of energy waste
2. Revenue source for alternative transportation



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At this point in time, members of the Evergreen Community, who reside off campus and who are not within "reasonable walking distance"<sup>1</sup> of the school are given the following choices of transport.  
They may:

1. Drive (if they own a car)
2. Ride the TESC bus (if it has a stop within R.W.D. of their home)
3. Ride a bicycle (if they have access to one and if the distance they must ride is reasonable in their view)
4. Get a ride with a friend who has a car (if possible)
5. Hitch-hike

This paper will not concern itself with the forms of transport that do not use energy resources - those being (1) walking and (2) riding a bike - as these methods do not have any direct influence on the economic happiness of the majority of our society. At this time their "cost" to society is negligible - and thus they may be considered "free". This paper will only be concerned with those methods of transport that are not free; that is, those methods of transport that are costing all of society in terms of lost energy resources. In other words - motorized transportation.

#### Maximum use of energy source

As a result of America's realization of the energy crisis, our once single concern for "where are we going to get it" has been equaled, if not surpassed by "how can we maximize the use of what we have left." This has resulted in an expansion of the nation's conception of waste. An example of this would be as follows. Mr. Doe has driven his Lincoln to work for the past 2 years. He gets ten miles to the gallon and drives 40 miles round trip, every day, 5 days a week. Before the energy crisis experienced it's sudden eminence.-- majority opinion on Mr. Doe's consumption of gas would have been "well if he can afford it, it's none of my business." As our awareness of the fuel shortage increases, however, this feeling is being replaced by the viewpoint that the nation as a whole cannot afford Mr. Doe's excessive consumption of gas. Recently the state responded to this by lowering highway speeds to 50 miles per hour, and forcing Mr. Doe to get better mileage, using the same premise that nation cannot afford gas per capita consumption of that caliber - the Federal Government may soon restrict Mr. Doe's supply my rationing him 10 gallons a week for his Lincoln. The affect that will have on Mr. Doe will be that he'll run out of gas half way to work on the third day of the week<sup>2</sup>.

#### A Step Further

Let us say that while all this happening Mr. Doe's neighbor, Mr. Smith, is feeling really good because his compact car gets 18 miles to the gallon and although he also drives 40 miles round trip each day - he knows he's using less gas than Mr. Doe. But let us also say that Mr. Doe gives his brother a ride to work and back (his brother works at the same place), and Mr. Smith drives alone. When it comes to Maximum Use of

of gas - Mr. Doe is really doing better than Mr. Smith -- by a factor of 2 miles to the gallon. Multiplying the people in a vehicle by the mileage of that vehicle -- can obviously make a big difference in deciding who is over-using this limited resource, and this factor (total mile per gallon per person) (TMGP) is inherently more sensible way to measure utility.

#### Space At TESC

Should the Board except the argument above, it would be my hope that they would follow the state and Federal Governments lead, by imposing a monetary impetus to member's of the Evergreen community to increase their TMGP. This can be done by charging a fee to park on campus, which would be graduated using a vehicle utility factor -- with the revenue going to pay for expenses of the program, any income going to the TESC bus system (to improve service) as a full bus is could obviously get a larger TMGP than any private car could hope for. The following is my suggestions for operation of this system.

## THE SYSTEM

There will be only two ways that one could get your car into any TESC parking lots - one would be to buy a ticket at the gate - the other would be to purchase a sticker for the quarter.

### Stickers ---

- (1) cost per quarter - approximately \$13.00
  - a. 80% of ticket rate for 1 driver, 4 man car, 5 days/week.
- (2) method of issuing would be same as last year
- (3) handicapped would be issued sticker at no charge
- (4) resident students would be issued one at no charge
  - a. since we are only concerned with MGP for transportation to TESC -- resident students would be exempt because their vehicles are not used for that purpose - they are stored.

### Tickets

- (1) tickets would be purchased when entering the lot. There would be four types distinguished by color.

TYPE 1	1 OCCUPANT	30¢
2	2 OCCUPANTS	20¢
3	3 OCCUPANTS	10¢
c 4	4 OCCUPANTS	FREE

- (2) When leaving the lot, the driver would return the ticket
- (3) parking before 7:00 a.m. and after 5:00 p.m. would be free, no attendance in lot.

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1. "reasonable walking distance" is defined as the individual's conception of the distance he is willing to walk on a day-to-day basis, without the aid of mechanical transport (i.e. hitchhiking)

2. Assuming he only uses his car to drive to work and back - which is a generous assumption.

Submitted by  
Greg Mitchell