

PROPOSAL FOR APO AK DRIVER REIMBURSEMENT PLAN

Fall 2012, electing to be in effect Spring 2013

Purpose

To install a method of reimbursing drivers with consideration for the varying lengths of different events as well as showing deserved appreciation for actives' driving efforts

Format

Three levels of events based on driving distance in miles and their criteria

Budget and Finances

Proposal includes an amendment to include \$8 into the semester dues for both actives and pledges for the purpose of creating a new "Transportation Budget." This serves as reimbursement for most events (see class breakdown below). Altogether, this money will be pooled and redistributed to drivers at the end of the year in proportion to the miles they have driven (see calculations below).

Class Breakdown

Class 0 Events that are less than 10 miles away. (<20 miles roundtrip) Examples: - Kid City (3 mi) - Gramercy Court (3.3 mi) - LA Art Walk (4.2 mi) - Monday Night Mission (4.7 mi) Passengers need not reimburse their driver.	Class 1 Events that are 10 to 20 miles away. (20 – 40 miles roundtrip) Examples: - IMPACTO (5.8 mi) - KEEN LA (6.4 mi) - Griffith Observatory (11.1 mi) - UCLA Interchapter (13.2 mi) Passengers reimburse their driver \$1-2 each.	Class 2 Events that are more than 20 miles away. (40+ miles roundtrip) Examples: - Interchapters/Sectionals/etc. - Retreat (88.1 mi)* - Project Mataguay (132 mi)* * numbers from Spring 2012 Passengers reimburse their driver according to Equation 1 below.
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Equation 1:

Contribution per passenger

$$= \frac{(Total\ mileage\ of\ round\ trip) \times \frac{gallon}{25\ miles} \times (Average\ price\ per\ gallon\ of\ gasoline\ **)}{(Number\ of\ passengers)}$$

* 25 miles per gallon is the EPA-estimated average fuel economy in the nation (US Department of Transportation)

** Average price per gallon of gasoline in Southern California can be found at this website:

http://www.losangelesgasprices.com/Prices_Nationally.aspx

Detailed Breakdown

Class 0

The amendment to include \$8 into the semesterly dues as member contribution towards the Transportation Budget is purposed to reimburse drivers for Class 0 events. It will be the shared responsibility of the Vice President and the pledge taking Lead for the given event to report the distance in miles of the location, classify appropriately, and display the class on the chapter website. On the Master Document, there should include a separate spreadsheet for drivers detailing the total number of miles driven (for all classes) and number of miles driven solely for Class 0 events. At the bottom of the spreadsheet, the personal number of miles for Class 0 events will be totaled to determine the grand total of Class 0 miles driven by the chapter.

Drivers will be reimbursed for their contribution for driving in proportion to the number of miles they have driven by Equation 2 below.

Equation 2:

Class 0 Reimbursement per Driver

$$= \frac{\text{Personal total of Class 0 miles driven}}{\text{Grand total of Class 0 miles driven}} \times (\text{Transportation Budget})$$

The amount of the \$8 contribution was determined by considering the average fuel economy and realistic number of Class 0 events the average member attends. It is predicted that the average member will travel about 50 miles in Class 0 events in a semester. This is equivalent to about five to seven events, which is a pretty fair resemblance of the average member. Dividing 50 miles by the average fuel economy (25 mpg), this distance is equivalent to about 2 gallons of gasoline. With the present price per gallon of gasoline (\$4.00 - \$4.50), this is equivalent to \$8 to \$9, which is the logic behind the set individual contribution towards the Transportation Budget.

Class 1

Drivers will be compensated for driving to Class 1 events directly by the passengers at the given event. A variety of service and fellowship events (some of our favorites even) lie in this category. The number of round trip miles per Class 1 event is 20 to 40 miles, which corresponds to about 1 to 2 gallons of gas with the current average fuel economy (25 mpg). If there are 4 passengers, this amounts to \$4 in reimbursement for the transportation, which is the appropriate amount for the typical Class I event. If there are less passengers or the number of round trip miles approaches 40 miles, it is the passengers' discretion and responsibility to reimburse the driver up to \$2.

Class II

Class II events are typically special events that only occur once per semester and should be considered separately but still directly compensated by passengers at the given event. The amount to be contributed per passenger is determined by Equation 1 (above).

Other Notes

Because we cannot ask rushees that are not official members of Alpha Phi Omega to reimburse their drivers during rush events, all rush events will count as Class 0 events and will count towards the running total number of miles driven and number of miles driven for Class 0 events when proportioning the Transportation Budget.

The contribution towards the Transportation Budget also applies towards Associate members. They must also follow the reimbursement policies for Class 1 and Class 2 events as well if they attend.

Amendment and above equations must be flexible to reflect the changing fuel economy and gas prices for future semesters in the Transportation Budget

For passengers, please be prompt in paying your driver the appropriate amount as determined by the guidelines above. Even if you are close friends with the driver, you should still assume and ask if the driver would want to be compensated. Please be courteous to the drivers and respectful about the cleanliness of their cars.

Concluding Remarks

I hope the chapter comes to an agreement over a revised and solidified version of this proposal in due time to be voted on and in effect by the Spring 2013 semester to finally reimburse and show our long, overdue appreciation for drivers in the most appropriate and fair manner.

If you have any questions, comments, or suggestions, please feel free to e-mail me at the information listed below. Thank you for taking the time to read through this proposal.

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