

# Renovation: Using student fees, SRC upgraded its facilities in 2000

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Students paid almost the entire cost through fees.

When the University's SRC was built, approximately \$10 million toward the project came from the student building fee, which is paid by all students at the seven member schools of the Oregon University System (OUS). The money is then combined and used to fund construction projects at individual campuses. An additional \$8.5 to \$9 million came from a student referendum passed in 1995. In the campuswide referendum, students voted to pay a special fee of \$15.25 per term over 30 years toward the construction of the SRC.

Munroe said the push to build recreation facilities is part of a nationwide trend. Northwest schools such as Oregon State University, Washington State University and the University of Washington have recently taken steps to upgrade their facilities. Ohio State University has emerged as a national leader in the push to build larger facilities, opening a 605,000-square-foot Recreation & Physical Activity Center (RPAC) this fall. The entire project will conclude

in the fall of 2007.

"Upon completion, the RPAC will be a magnificent state-of-the-art facility that will serve as the largest and most comprehensive student recreation and academic facility in the country," said Liz Cook, a spokeswoman for Ohio State University.

RPAC cost \$140 million, with Ohio State students paying an assessed fee of \$76 per quarter.

## A second step

When the SRC opened, the eager student sponsored Munroe.

"We opened the doors on this facility and no one had a clue that we would have 3,500 to 3,800 students every day going through the turnstiles," he said. "We outgrew it virtually the day it opened."

Munroe said that because the SRC needs to allot time for physical education classes, the facility overflows during the peak late afternoon and evening hours.

Currently, the SRC has 12,000 square feet of aerobic and resistance training space. The proposed expansion would add 8,000 square feet. Munroe said a national architectural standard has emerged in which

universities need one square foot of fitness space per student at the school; 8,000 more square feet would bring the University in line with that standard. Munroe estimated that it will be more than 10 years before the OUS will be able to contribute. Moreover, in 2002, the University banned student referenda to raise fees, determining that they are not viewpoint neutral, meaning that funding decisions are based on what is popular with the majority rather than on merit.

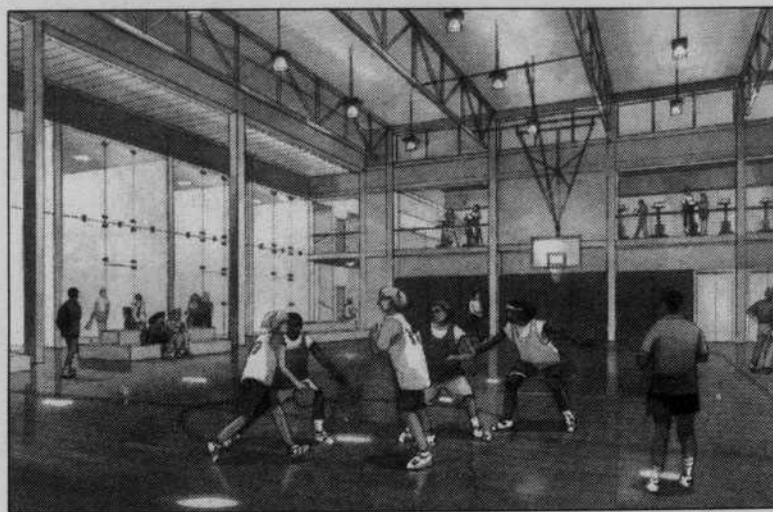
ASUO Federal & State Affairs Coordinator Ashley Rees said student government supports the viewpoint-neutrality principle and does not see a need to change the rule.

ASUO Vice President Kyla Coy said that expanding the SRC is not a priority for the ASUO, adding that she does not think students are focused on the issue.

"I don't think that a lot of students are aware that it's even an option," she said.

Having exhausted both its previous revenue options the SRC will need outside donations if it hopes to begin expansion.

Early indicators have shown little progress. Carole Daly, senior director



COURTESY

Physical Activity and Recreation Services would like to continue expansion and renovation of the Student Recreation Center with the addition of several new athletic courts.

of Development Operations and chairwoman of the Campus Planning Committee, said finding a donor for the SRC expansion has not been a focus of "Campaign Oregon: Transforming Lives," the University's fundraising drive.

"Generally, the rec center has been paid through student fees," she said.

Munroe said the SRC is only one of many needs on campus, pointing to the EMU in particular as needing funds.

"It's a little harder to get students to rally around recreation, but the building is falling apart," he said.

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# Air Quality: Researcher suspects chemicals caused plane crash and near-accidents

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The team is currently working with the British Air Line Pilot's Association and the Association of Flight Attendants.

Members of Hecker's team plan to collect air samples while onboard commercial airliners. However, because incidents of chemical leakage happen relatively infrequently, Hecker said, flight attendants participating in the study will be trained to collect air samples if they see smoke or smell fumes on flights.

The air that airplane passengers breathe enters the cabin through the engine, where it is compressed and treated. Normally this is safe because engine fuel and hydraulic fluids are separated from the air stream, but sometimes internal seals leak, contam-

inating the air with the engine fluids. These fluids, Hecker said, contain additives from the organophosphate chemical family. When inhaled, organophosphates affect the central nervous system and peripheral nervous system.

Hecker said incidents of leakage are not common but are potentially severe when they do happen, adding that some near-crashes and the August crash of a jet in Greece are suspected to have been influenced by chemical leaks.

"You get reports and anecdotes like

this, but no one has ever done a systematic scientific study," Hecker said.

Judith Murawski, industrial hygienist for the Association of Flight Attendants,

*"It's bad enough for the crew members, but the passengers are even worse off because they don't have a union."*

JUDITH MURAWSKI | Association of Flight Attendants

said she spends about half her time on the job dealing with reports of health issues caused by airplane chemicals.

She is currently handling the cases of three flight attendants who worked on an Oct. 8 flight from Philadelphia to Fort Lauderdale, Fla., in which engine oil leaked into the air supply. The flight attendants now suffer from

tingling of the arms and feet, fatigue, muscle aches and extreme confusion.

Murawski said estimates of the frequency of air quality incidents on passenger flights range from one in 250 flights to one in 100,000 flights. The lack of an organized study leaves researchers unable to pin down a more accurate number.

"It's my opinion that the airlines don't want to have to collect the data systematically because they don't want to have to do anything about it," Murawski said.

Murawski said that while flight attendants are at greater risk than passengers for adverse effects from airplane chemicals because they move around the cabin more, it would be surprising if passengers didn't also have health problems after in-flight

chemical incidents.

However, if a passenger does get sick from airplane chemicals, Murawski said, the cause may not be identified because passengers and their doctors are not informed about the issue.

"It's bad enough for the crew members, but the passengers are even worse off because they don't have a union," Murawski said, adding that airlines don't provide maintenance records for their airplanes or follow up with passengers who were on flights with chemical incidents.

"It's very important that the FAA is finally stepping up to the plate and funding this research," Murawski said.

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