Welcome:
Ken Campbell welcomed the group and had each person in attendance introduce himself. He thanked the group for taking the time to come and for their continuing support of the CAP program.

Report on Building Expansion:
Don Schultz reported on the expansion plans for the Professional Automotive Training Center. He mentioned that, although the project seems to be moving along slowly, it actually is moving along. Using a diagram, he indicated which parts of the building will be changed and enlarged.

He mentioned the various stages involved in the process, including the permitting stages. The permit for the land use is now complete. Next, the construction documents will be sent out for bid.

Don invited any of the service managers who would be willing to accompany him on a visit to the dealer principals. The purpose of the visits would be to seek a contribution to the building expansion cost.

Don recognized Dale Johnsen’s contributions and thanked him for the ongoing support from Chrysler.

Skills USA Competition Event:
Pete Calkins gave a brief description of the Skills USA competition event hosted by Shoreline on February 15, 2008. He described the nature of the activity and how well received it was. He mentioned that Shoreline plans to host the event again next year.
Don Schultz, who assisted in the event, gave some specific examples from the contest. He mentioned that the winner of the entire contest was a student who had just recently enrolled in the CAP program.

**AYES Report:**
Ron Olson spoke briefly about the important role AYES plays in maintaining the connection between interested high school automotive students and the college programs. He added that five new AYES schools have been added this year.

He encouraged the advisory committee members to participate in the AYES programs in their area high schools. He stressed the value of the input from service managers in shaping the automotive training.

**Miscellaneous:**
The situation involving a student already in the program was discussed. The student is seventeen – will not be eighteen until August 2008. He is doing well in the program, but his age presents an insurability issue. Dale Johnsen suggested one possible solution: for the price of a technology fee ($100), the student could be put “on hold.” He could spend his waiting time completing some of his general education requirements.

There was some discussion on what the general education courses are and how they can be taken during the automotive training.

The Chrysler grant (given annually) has been reduced from $10,000 to $8,000. This reduction is related to the fact that our class size is smaller – currently, 11. This has been necessary because of limited classroom space. Once the building expansion is completed, the class sizes will go back up to 15.

It was mentioned that Chrysler has not yet contributed to the building expansion project. There was some discussion about who might be the best people to approach about a gift.

There was some discussion about students completing the different automotive skill levels. As of July 1, 2008, students must be at level 2 in order for a warranty claim to be paid. (Level 4 is the highest level.) Students earn the credits as they go.

**Wages and Student Retention:**
There was considerable discussion about student retention, student wages, student wage increases, and dealer conduct as it related to retaining students.

Some of the service managers present gave examples of situations where they had lost graduate students because of dealers who offered the students higher wages. This even resulted, in some cases, in the students dropping out of the CAP program entirely. Several members present had experienced having students “stolen” by other dealers. Dale Johnsen told of a dealer who had stolen a student in this way. That dealer, in another state, was punished by not being allowed to have a student for four years.

The committee seemed to be moving toward the adoption of a set wage for CAP students. The students should receive regular increases in pay as they move through the training program. In
Oregon, all students start at an hourly wage of $9.25. That wage is increased only by 25 cents an hour per quarter. Students naturally discuss their pay when they are together during the campus quarters. If a uniform wage scale were established, the feelings of inequity would be addressed. It was also mentioned that some dealers pay for part or all of the tuition costs for CAP students. Some pay as the program progresses; others reimburse for tuition after the fact. Some dealers offer “bonus” pay of a certain percentage of the students’ salary after they have remained at the dealership for a given length of time.

It was mentioned that Metro would like to “steal” our technicians – as Boeing used to do.

Dale Johnsen mentioned that if a CAP student ever has to be let go – fortunately not a common event – it would be best to do it during a campus quarter.

The next advisory committee meeting was set for Tuesday, October 14, 2008.

The meeting was adjourned at 1:00 p.m.

Respectfully submitted,

Linda Clugston
Division Secretary