



**Rocket Consulting**

**We'll Take Your Ideas to the Moon**

**Prepared for Les Poolman, Athletic Director, Dickinson College**

Rocket Consulting

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March 8, 2011

Dear Mr. Pullman,

In February 2012, you hired Rocket Consulting to advise you on the current state of the diesel idling problem on Dickinson College's campuses by examining how compliant athletic busses were in adhering to the Diesel Idling Act of 2008.

The report you have received includes in-depth factual analysis that examines how bad Carlisle's air is relative to major metropolitan areas across the country, as well as comparing Dickinson's campus to other schools in the Centennial Conference. Rocket Consulting utilized a variety of sources including numerous sources from the American Lung Association, Clean Air Task Force, California Environmental Protection Agency Air Resources Board, US Environmental Protection Agency, Group Against Smog and Pollution, and the Pennsylvania Department of Environmental Protection. The report uses these resources to explain whom the problem affects, the history of the problem, and the current state of the problem.

Rocket Consulting has worked diligently on the information in this report and believes it will serve you in addressing Dickinson College's compliance with Pennsylvania Act 124.

Rocket Consulting would also like to express our sincere gratitude for letting us help you investigate and analyze this problem on your behalf. If at any point you have questions about the report please contact Rocket Consulting, we would be more than willing to address any of your questions.

Sincerely,

Rocket Consulting

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Tom McInerney

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Brandon Gauthier

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Brian Gleason

## Introduction

In February 2012, Rocket Consulting was hired by Les Poolman, Dickinson College's athletic director, to help ensure that Dickinson College complies with PA Act 124 by providing an analysis regarding the issue of diesel idling on Dickinson Campus. Rocket Consulting has accepted the challenge of analyzing college policy in hopes of bringing Dickinson College into compliance with the act. In order to change the problem, Rocket Consulting will look at:

- The Definition of the Issue
- The History of the Issue
- The Current Status of the Issue in Dickinson College

### Definition of the Issue

The issue involves idling diesel engines, while parked, on Dickinson College campus during, before or after sporting events. Every year approximately three hundred buses visit Dickinson for athletic events (Graphic 2). While the transported athletes are competing, the bus drivers often idle their vehicle's engine in order to keep themselves comfortable because of the weather, a company's policy, personal reasons, or as a social norm. However, the idling of an engine for more than a few minutes every hour is in direct violation to the statewide law: Act 124 (Act 124, 2009). Therefore Dickinson College, with the guidance and expertise of Rocket Consulting, must develop a plan of action to comply with before mentioned Act; in doing so, Dickinson College will also improve the air quality for its students, faculty, and community.

Diesel engines while in active use or idling emit a mix of pollutants (Diesel & Health Research, 2011). Ozone is one by product of diesel engines. When in the lower atmosphere, ozone is considered "bad" and harmful. It is the primary substance found in smog which can

create harmful concentrations in the air when combined with sunlight and hot weather. Both of these are found in abundance around Dickinson and Carlisle. However, the most dangerous emitted pollutant in regards to Dickinson College's unique problem is particulate matter. Particulate Matter (PM), specifically those under 2.5 micrometers (PM<sub>2.5</sub>), is incredibly harmful (Ground-level Ozone, 2012 and Particulate Matter Basic Information, 2011).

PM<sub>2.5</sub> is made up of Ammonium Sulfate, Ammonium Nitrate, Organic Carbonaceous Mass, and Elemental Carbon (Frank, Neil, n.d.). Furthermore, these particles are small enough in size to bypass the body's natural defenses and pass directly from the lungs into the blood stream (Clean Air Task Force, 2007). The small size of the particles are linked to numerous health effects such as respiratory problems, asthma, decreased lung function, irregular heartbeat, heart attacks (Health, 2011). Some existing conditions, such as asthma and bronchitis, can be severely affected and aggravated (AAQS for Particulate Matter, n.d.). In addition, the lives of approximately 70,000 Americans are shortened every year by PM (Clean Air Task Force, 2007). Furthermore children and those who use proportionally large amounts of oxygen, such as Dickinson athletes, are particularly susceptible to PM harm (AAQS for Particulate Matter, n.d.).

This problem is compounded by the parking/idling location of the visiting buses. They park at one of four locations: the Kline center, Massey's ice cream shop, Belvedere St. or Dickinson Park (Graphic 1). All four locations are in close proximity to areas where sports events are held. This allows the emitted particulate matter from diesel engines directly into the air college athletes are gulping down during their competitions. Also, parents, alumni, students, townspeople, and small children attend athletic events all year, which directly places them at risk from the serious health effects of PM<sub>2.5</sub>. Therefore, Dickinson College must develop a policy in

which diesel idling is decreased for the health and welfare of the athletes and students and also to rid Dickinson of any financial responsibility.

Lastly, and most importantly Dickinson College holds its sustainability to a very high regard. Over the past few years Dickinson College has made an extreme effort to become one of the top ranked sustainable schools in the country. Dickinson was awarded a STARS Gold rating from the AASHE program, which measures sustainability in all aspects of higher education. Dickinson possesses a score of 70.89 which leads the 12 other Gold rated schools so far. (College receives..., 2011) However, the college's misunderstanding of the importance of this problem could severely harm its reputation of sustainability. Therefore Rocket Consulting with guide Dickinson College towards compliance with PA Act.

### History of the Issue

Air quality has become a significant topic in recent years. However, just now are people beginning to understand the importance of keeping our air clean, especially in Cumberland Country. Air quality is a significant concern of peoples everywhere in the United States of America. Residents in Cumberland County have cause for concerned given Carlisle's historically low ranking. Between 2003 through 2005, Carlisle had 15.5 days over the allotted limit in which PM abundance was at a dangerous level (Cumberland: State of the Air, 2011). In response, organizations and groups were created to raise awareness of the idling problem. In 2005, there was a public letter signed by over three-quarters of the Cumberland County physicians and concerned citizens, together they created the Clean Air Board of Central Pennsylvania (CAB). The Group Against Smog and Pollution (GASP) have also taken interest in the air quality problem (History & Mission, n.d.). They continue to educate the public on idling and pollution

problems that are still affecting the air. In 2008 these groups received a helping hand in the form of PA Act 124.

Act 124 was the first substantial response to the diesel idling issue in PA. In the year 2008, the Governor of Pennsylvania signed the Pennsylvania Diesel-Powered Motor Vehicle Act which was effective in 2009. Following the passing Act 124 a set of criteria was made to financially affect all three parties involved with the diesel idling issue.

- Act 124 “prohibits the owners and drivers of any diesel-powered motor vehicle with a gross weight of 10,001 pounds or more engaged in commerce from causing the engine of the vehicle to idle for more than five minutes in any continuous 60-minute period, except as provided in the Act.” (Act 124, 2009)
- “Vehicle drivers and owners, owners and operators of locations where subject vehicles load, unload or park are also responsible for compliance with Act 124.” (Act 124, 2009)
- “An owner or operator of a location where subject vehicles load or unload, or where 15 or more parking spaces are provided for vehicles subject to the Act, must erect and maintain at least one permanent sign to inform drivers that idling is restricted in Pennsylvania.” (Act 124, 2009)

These specific criteria enforced by Act 124 hold all three parties, the driver, owner of the vehicle, and the property on which the vehicle is idling, responsible for air pollution.

Therefore Dickinson College must take steps, greater than those currently in use, to comply with Act 124.

## Current State of the Problem

The current state of the air in Cumberland County rivals the most polluted metropolitan cities in America. According to the American Lung Association's Annual State of the Air report in 2011, Cumberland county residents are at elevated risks for diseases related to poor air quality. Cumberland County residents were found to be at a higher risk of chronic bronchitis, emphysema, adult asthma and cardiovascular diseases than residents of Los Angeles, Houston, Washington D.C., Baltimore, Philadelphia, and New York City (all major metropolitan areas that ranked in the worst 20 cities in the country in either o-zone pollution, year round particle pollution or short-term particle pollution). In addition, Cumberland children under 18 were at a higher risk of developing pediatric asthma than children in Los Angeles, Houston, and New York City. These staggering statistics outline that although Cumberland County's air quality may not carry the dangerous reputation as the infamous visible smog in Los Angeles does, Carlisle residents are more susceptible to health complications than residents of major metropolitan areas (Graphic 4)(State of the Air 2011, 2011).

The State of the Air Report also gives grades to counties based upon of the amount of high ozone days, levels of particle pollution in a 24 hour period, and levels of particle pollution on an annual basis. While Cumberland County received a passing grade in the annual levels of particle pollution they also received an "F" in particle pollution in a 24 hour period. The report could not assign a grade to the county for the number of high ozone days but the report did outline the counties surrounding Cumberland County. Franklin County received the highest grade of a "C", Perry County received a "D", and York, Dauphin and Adams County received "F's" for their high number of ozone days (See Figure 3)((Report Card: Pennsylvania, 2011)). Although the report could not hand out a grade to Cumberland County specifically (Cumberland



County does not have the technology to measure ozone quality), one can assume that the disastrous grades of the five surrounding counties indicate that Cumberland County residents may be exposed to a high level of ozone.

Organizations such as the Clean Air Board of Central Pennsylvania, the American Lung Association, Clean Air Council, and The Group Against Smog and Pollution (GASP) have recently taken steps in order to raise awareness of the poor air quality. GASP, the Clean Air Council, and the American Lung Association have collaborated to form Idle Free PA, an organization centered upon raising awareness of diesel idling and educating bus drivers in order to prevent unnecessary idling. IdleFreePA estimates that the average truck consumes between .8 and 1.6 gallons of diesel fuel per hour of idling and approximately 800 million gallons of diesel fuel are lost each year due to idling. This staggering number also highlights the potential economic and environmental savings that an effective idling reducing plan can prevent. IdleFreePA also estimates that if consistently idling vehicles can release around \$4,000 worth of diesel fuel into the air (The Economic Cost of Diesel Idling, n.d.).

### Campus Compliance

Unfortunately, Cumberland County is not the only small community with big air quality problems. By examining the Centennial Conference and colleges and universities known for their commitment to sustainability, we found an unsettling contrast between schools that comply with diesel idling laws and those that do not. The most glaring differences were demonstrated between Haverford College and Swarthmore College. Although the schools are both academically rigorous, members of the Centennial Conference, and located less than 10 miles away from each other, they are worlds apart in their compliance with Diesel Idling Act 124

(Mapquest, 2012). Wendy Smith, the athletic director at Haverford, stated that Haverford's campus is set up perfectly to enforce and eliminate unnecessary diesel idling. The school's South Parking Lot is home to five signs warning drivers not to idle and is the only parking lot on campus where athletic busses may park. In addition, the South parking lot is next to the athletic facilities and the college's campus security station, ensuring that college security officers can easily enforce the no idling policy and bus drivers can pick up teams easily from the athletic facilities. Swarthmore College, on the other hand, does not comply with Act 124. Adam Hertz, the athletic director at Swarthmore stated that he had never heard of the idling act and did not believe that Swarthmore had taken any anti-idling measures including the specified sign outlined in Act 124. While Mr. Hertz stated that he had seen other school's busses idling while parked near the Tarble Pavilion (Swarthmore's athletic center), he insisted that Swarthmore's outgoing busses do not idle. In addition, Swarthmore does not have any designated area for bus drivers to comfortably wait until athletic events are over. Swarthmore's noncompliance with Act 124 and their overconfidence in their school's outgoing busses compliance with the law stands in complete contrast of Haverford College's approach to limit diesel idling (Adam Hertz, personal communication, February 24, 2012).

One of the main areas of concern with not only Swarthmore but of many of the schools that we researched was the lack of accommodations for the bus drivers and their lack of communication with the bus company's regarding diesel idling. Because many bus drivers may not feel comfortable exploring an unfamiliar college campus in order to find a comfortable seating area, the school housing the athletic event must provide an incentive in order to ensure that bus drivers don't idle in parking lots in order to keep themselves comfortable. Just about all of the researched schools did not provide suitable accommodations to the bus drivers. In addition

to providing incentives for the bus drivers not to idle it is imperative to have campus security focused on preventing diesel idling. While Haverford was able to monitor the situation closely because of the proximity of the campus security office to the parking lot, many of the surveyed schools expressed that they did not strictly enforce Act 124. Finally, in addition to a lack of accomodaiton and enforcement, the surveyed schools interest in preventing idling through contractual law, seemed absent.

While Haverford and Swarthmore represent the extremes of compliance with the law, Dickinson College, a school known for its sustainability initiatives, falls in between Haverford and Swarthmore on the scale of compliance. Dickinson College, home to 11 men's Division III sports teams and 12 women's teams, is active in many athletic events. In addition, local high schools use our facilities and attract more visiting and outgoing busses. The total amount of outbound busses is around 150 while around 300 busses come to Dickinson's campus. The approximately 300 busses park in either the Kline Center's parking lot, Massey's parking lot, on Belvadere St., or in Dickinson Park's parking lot (Graphic 2)(Diesel Idling Information, 2012).

Although Dickinson prides itself on its sustainability initiatives it does not comply with many elements of Act 124. In the five parking lots that busses park, Dickinson has no signs, even though Act 124 explicitly states that at least one sign must be present. However, the Dickinson Public Safety Department has the ability to enforce this law. Unfortunately, Dickinson College does not provide any incentives for bus drivers to comply with Act 124. The five parking locations on campus are spread out, particularly Dickinson Park, which makes it very easy for the bus drivers to stay in their vehicles and idle. Dickinson provides no easily accessible location where bus drivers can wait comfortably for athletic events to finish.

Dickinson's negligence to comply with Act 124 contributes to the poor air quality in Cumberland County. This harmful air continues to put athletes, children, the elderly, and those with respiratory conditions at elevated risks of respiratory complications. Dickinson is also putting the health of other student athletes from other schools at risk as well. Dickinson ranked among the worst of the Centennial Conference in air quality. Dickinson ranked second worst in per capita cases of adult asthma, chronic bronchitis, emphysema, and cardiovascular disease, while they ranked third worst in per capita diabetes (Graphic 4)(State of the Air 2011, 2011). Dickinson's glaring air quality problem can be improved while simultaneously reinforcing Dickinson's commitment to sustainability by complying with Act 124.

#### Bus Compliance

Colleges each have their own ways in dealing with idling vehicles, however an important facet is the compliance of the bus drivers. Ideally, every bus driver would follow the guidelines set by Act 124, but unfortunately compliance is not unanimous. Haverford has specified with their bus company, Werner, that their outgoing busses abide by the policies outlined in Act 124. The visiting bus drivers also have access to the "Coup", an indoor dining area, so they have access to a comfortable alternative to them idling in their busses (Wendy Smith, personal communication, n.d.). However, the vast majority of surveyed schools had nothing in their contracts with the bus companies about diesel idling. In order to prevent unnecessary idling and be in compliance with the law, the members of the Centennial Conference and schools with strong sustainability initiatives need recognize that diesel idling prevention should be at the forefront of their efforts to be environmentally sustainable (Wendy Smith, personal communication, n.d.). Act 124 also outlines that in addition to the operators of where the vehicles load and vehicle drivers, the owners of the busses are also susceptible to being fined for

excessive idling. All of the bus companies that were contacted expressed that they complied to Act 124 (and similar acts in other states) and several had taken steps to ensure compliance. For example Rohrer Bus company has installed 98 Zonar units that log how long busses have idled. Rohrer uses these logs to monitor the compliance of their bus drivers and to save fuel (John Allison, personal communication, n.d.)(Diesel Idling Information, 2012). In addition to logging idling habits, new technology has made newer models of diesel burning vehicles more environmentally sustainable. Diesel particle filters have shown to reduce PM pollution in trains, busses, and diesel trucks by up to 90%, but unfortunately do not help with ozone pollution. Therefore, buses release harmful chemicals into the air unless they are completely turned off. In 2005 Congress passed the Diesel Emission Reduction Act which allotted up to \$200 million per a year in order to retrofit diesel burning vehicles but Congress has not appropriated the money yet (each vehicle costs between \$5,000 and \$7,000 to retrofit with a filter). In addition, to the lack of money being allotted for retrofitting old diesel burning engines, old diesel engines that are not as clean were allowed to not be retrofitted. This gaping hole in the act enables environmentally unsustainable engines to work for years into the future without having to comply with certain environmental restrictions (No Escape from Diesel Exhaust, 2007).

## Recommendations

### Recommendation # 1

Our first recommendation centers around the need to centralize parking areas so that enforcement for student workers is easier to monitor. Rocket Consulting believes that by centralizing Athletic Parking into three parking lots for each season a student worker could easily monitor the busses and prevent idling. The hired student worker would welcome the bus drivers

to campus and present them with a small welcoming gift such as a bagged lunch or coupons for a coffee on campus. The student workers would then politely mention Act 124 and ensure that the driver would not idle. The worker would then bring the driver to a designated area (discussed in Recommendation 2) to provide them with a comfortable area to sit and eat while until the athletic event is over. By centralizing bus parking the student workers could easily monitor the busses during athletic events to prevent idling.

Our long term solution centers around the potential for finding an off campus site to park athletic busses as there are potentially problems with using some of the short term solution parking lots. Potential off campus sites include the Carlisle Fair Grounds, Carlisle High School, the West High Street PennDOT Parking Lot, and Hoffmann Materials on Cherry Street. A partnership with one of these organizations would give Dickinson Athletics a substantial amount of parking and would further centralize parking so that DPS officers or Carlisle Police (depending on which organization Dickinson partnered with) could enforce Act 124. In addition, Dickinson College should explore if a student led group would volunteer their time in order to prevent diesel idling. Dickinson has a 21 person Eco-Representative group on campus that currently focuses on monitoring residence halls but Eco-Reps or another group could potentially expanded to help the athletic department in their monitoring of Act 124.

## Recommendation # 2

Our second recommendation deals with the problem of drivers staying on their buses during athletic events. There are two methods that are recommended. First is a short term fix in which bus drivers stay in the facility management lounge. However, a long term fix would be to build an area for the sole use of bus drivers, and also referees.

The short term fix would be to give bus drivers access to the facilities management lounge. It is located within the facilities management building (Figure 1), and is used by maintenance workers during down time or as a waiting room for a ride. Therefore, Rocket consulting recommends that Dickinson talk with the maintenance workers and inquire whether they would be comfortable with sharing the room with bus drivers. In addition, the lounge already provides accommodations such as coffee, seating, and television. Unfortunately this is only a short term fix, given that the lounge could become crowded. Also, there is an issue of timing with the pick up of athletes after their competition. The facilities management building is relatively far away from the events, therefore some system of notification would be needed.

A long term fix would require the building of a separate area for bus drivers to go during competitions. Luckily, Dickinson Park is undergoing renovations this summer which would provide an excellent opportunity for the construction of this lounge. Ideally the lounge would have couches and seating for a relatively large number of drivers, a coffee machine, a television, and some small snacks. Unfortunately, this recommendation is more expensive than the other recommendations and requires much more planning. However, an area in which drivers could relax and enjoy a beverage or snack, would encourage them to leave their buses, directly cutting down on a large amount of idling.

Rocket Consulting is confident about this recommendation. A short term fix, such as the lounge in facilities management, is an excellent stepping stone towards the construction of an area specifically for bus drivers. We acknowledge the potential cost of building a new area, but the benefit of decreased idling is worth it.

### Recommendation #3

The third recommendation that Rocket Consulting developed was plan to raise student awareness. Sustainability ranks among one of Dickinson's top priorities. It is important that students respect the problem of diesel idling and take action. A potential plan could be to create a monitor in the upper level of the HUB like the energy monitor, where readings from Aristotle are projected to the campus in regards to Carlisle's air quality. Ideally, with consistently posts, the students would realize that this is a serious issue.

Another way to create more student awareness about the diesel idling issue could be to have a table or booth set up during the Earth Day Fair that Dickinson runs every spring. The booth would run fun and informative games, or competitions for the student body. For example, there could be a diesel idling sign contest, where the best design for "no idling!" would be endorsed by Dickinson College and placed in parking lots around campus. Also, we could bring Aristotle, the diesel particulate reader to the fair, which would create a lot of interest. The air montior is a visually appealing and would generate interest among the students.

Rocket Consulting recommends that Dickinson College reach out to its students and increase awareness. Already, the college is considered one of the "green" schools and continues to be because of student participation. Therefore, with increased awareness, the general culture of the school would become more sustainably minded. A culture change would not only help decrease idling, but also increase Dickinson's renown for its "green" initiatives.

### Summary of Recommendations

A brief overview of recommendations:

#1: Location for the busses to park



- Short term fix: Centralize parking to three locations per season, use of student workers to assist in monitoring idling
- Fall: Dickinson Park, West Kline, Facilities Management
- Winter: West Kline, Massey's, Facilities Management
- Spring: Dickinson Park, West Kline, Facilities Management
- Long term fix: Find alternative parking lot for busses, find student group such as Eco-Reps to monitor idling
- Possible alternatives include: Hoffman Materials lot on Cherry Street, Carlisle Expo Parking Lot, Penndot on West High Street, Carlisle High School
- Costs: Short term costs would be minimal because of paying for student workers, but an agreement with a business or expo center could become expensive in the future
- Problems: Facilities management parking lot may not be a feasible short term solution, potentially expensive agreement for the long term, may not be possible to find a volunteer group on campus to monitor idling for free
- Confidence: Medium, many options to choose from but finding a feasible option seems possible with further exploration of options, exploration of groups on campus to help monitor idling

## #2: Location for bus drivers to relax during an athletic event

- Short term fix: Allow bus drivers access to the facilities management lounge

- Long term fix: Build an area specifically for bus drivers during the Dickinson Park renovations
- Cost: short term is low cost, but the long term solution is relatively expensive
- Confidence: Median, unknown variables could arise
- Problems: Communication with driver for pick up of athletes, crowding in the lounge, approval of maintenance workers in regards to sharing their lounge.

### #3: Increase Student Awareness

- Airistotle monitor with daily air quality readings located in the HUB
  - Cost: relatively low depending on the monitor used
  - Confidence: Median
  - Problems: Placement might be an issue. Also, how to display good days or bad days.
- Anti-idling Booth during Earth Day Fair in which student can design the Dickinson “No Idling!” sign
  - Cost: Low
  - Confidence: High
  - Problems: None at this moment, however unknown variables could arise.

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### **Contact Information**

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## Graphics

Graphic #1: Dickinson College Campus. Areas highlighted by blue buses are the parking availability for buses



Source: Dickinson College, Professor Hoefler

Site 1: Dickinson Park parking lot

Site 2: Belvedere St.

Site 3: West Kline Parking Lot

Site 4: Masey's Ice Cream Parking Lot

Site 5: North Orange Street Parking lot

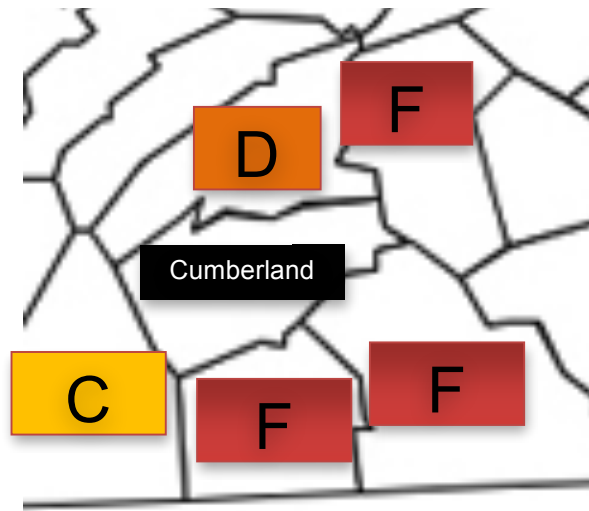
Graphic #2: Number of buses used by Dickinson College Athletics and Carlisle High School Athletics yearly.

**Bus estimates per year**

<b>Sport</b>	<b>Inbound</b>	<b>Outbound</b>	<b>Total</b>
M Baseball	12	10	22
College x-country	25	6	31
M Basketball	13	11	24
M Football	10	10	20
M Lacrosse	14	6	20
M Soccer	10	7	17
College track	20	20	40
HS track	80		80
W Basketball	13	13	26
Field Hockey	9	9	18
W Lacrosse	14	6	20
W Softball	7	7	14
College Swimming	5	6	11
HS Swimming	10	8	18
W Volleyball	12	10	22
W Soccer	8	7	15
<b>Total</b>	<b>295</b>	<b>161</b>	<b>456</b>

Source: LAWP Class group research

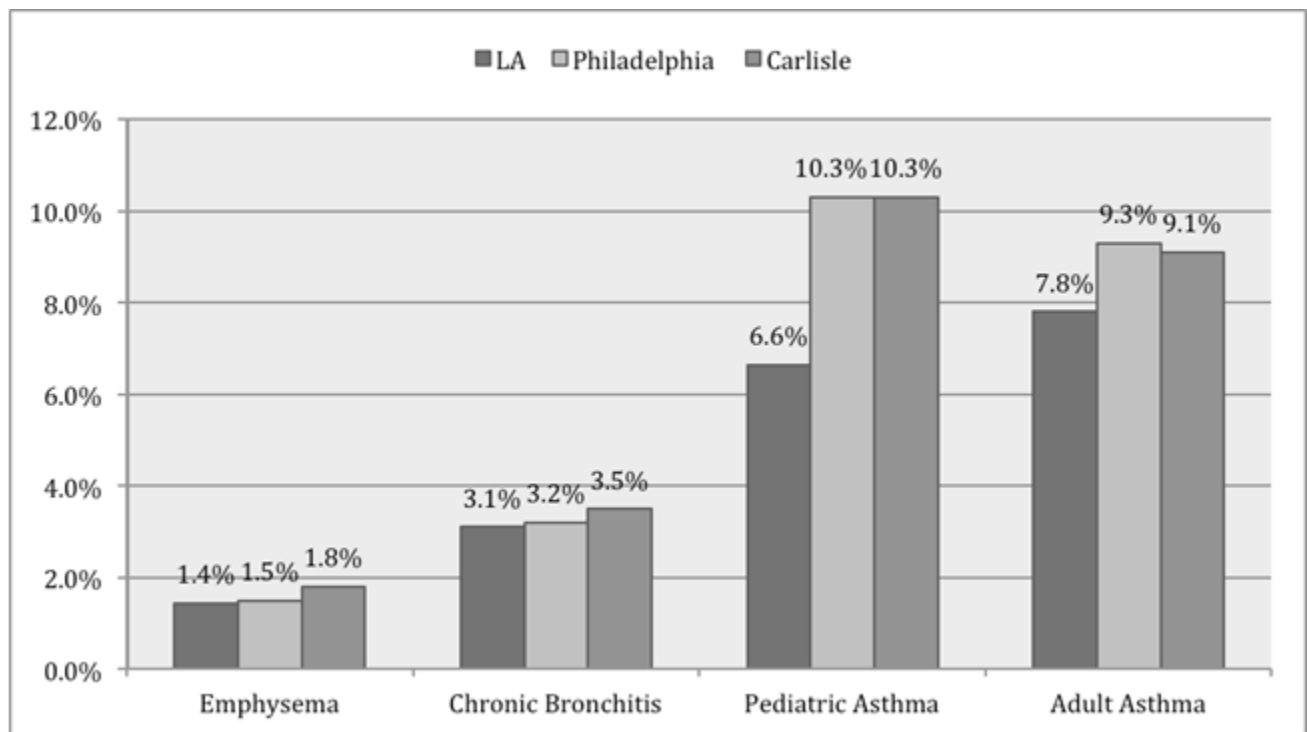
Graphic #3 O-zone grades given to counties surrounding Cumberland County by American Lung Association



Source: Background of Graphic: Pennsylvania (2012) Bruce Jones Design Inc. Retrieved from [tinyurl.com/7w5w7wv](http://tinyurl.com/7w5w7wv).

Information: Report Card: Pennsylvania. (2011). American Lung Association State of the Air 2011. Retrieved March 6, 2012 from [tinyurl.com/6tspk3j](http://tinyurl.com/6tspk3j).

Graphic #4 Data Table Comparing Carlisle to Major Metropolitan Areas



Source: American Lung Association



## Appendix 1: Feedback

Rocket Consulting received feedback from Professor Hoefler as well as our Foundations of Policy Studies Teaching Assistant, Emily Brundage.

Professor Hoefler offered numerous ideas about improving the quality of our backgrounder and our final product. His largest suggestion was improving our conciseness and focusing upon our client. In addition, we took suggestions from Dr. Poolman, Tom Au, and Justine Wassack in regards to our recommendations and any future questions that might arise.

Rocket Consulting attempted to consider and respond to every suggestion recommended by our professors, clients and TA.

## Appendix 2: Prezi Link

Below is the hyperlink to Rocket Consulting's oral presentation.

Prezi Link: <http://tinyurl.com/cjv4fn2>

### Appendix 3: Memo to Doctor Poolman

Dear Centennial Conference Athletic Directors,

It has recently come to my attention that Dickinson College has been in violation of Pennsylvania's Act 124, a measure aimed to reduce diesel idling. While diesel idling is unequivocally detrimental towards the air we breathe it, fortunately, is a fixable problem. The Athletic Department plans to adopt changes in accommodating busses and bus drivers in the future to ensure that no unnecessary diesel idling will occur at Dickinson athletic events.

These efforts, while productive, only put a small dent in improving our air quality. The Dickinson Athletic Department would like to institute Centennial Conference wide reforms that will eliminate diesel idling on a larger scale. These measurements would include contractual changes between all Centennial Conference Schools and the bus companies they use to transport students, along with improving accommodations for both busses and bus drivers. Non-compliance with these changes will leave several Centennial Conference schools in direct violation of Act 124 (or similar acts in different states) and can leave your school susceptible to hefty fines.

The Dickinson College Athletic Department would implore you to consider reevaluating your institutions', as well as the Centennial Conference's efforts to combat diesel idling. With the help of the remainder of the Centennial Conference we can institute positive environmental and sustainable change.

Sincerely,

Dr. Les Poolman

