

November 30, 2009

Carlyle Carter
Executive Director
CCCAA/COA
2017 O Street
Sacramento, CA 95811

Dear Mr. Carter:

I am writing on behalf of Glendale Community College (GCC) regarding the re-structuring proposal for Southern California athletic conferences currently being considered by the COA Board. Although well-intentioned, it is clear that the conferencing plan does not contribute to its cost containment goals for our intercollegiate athletics program. Therefore, on behalf of our athletic directors, coaches, and student athletes, Glendale Community College does not support the proposal.

The Conferencing Committee's plan moves Glendale from the Western State Conference (WSC) to the proposed ten-member "Conference #5." As we understand the proposal, a major justification for this change is to reduce travel costs by cutting down on our mileage to conference away games. Unfortunately, the mileage consideration does not take into account a crucial issue affecting vehicle travel through Los Angeles – travel time.

On paper the committee's plan seems to make sense given the estimated net reduction in miles our teams would travel to away games. However, at Glendale our rental contract with our vehicle provider includes unlimited mileage, so the actual miles traveled does not significantly impact our budget for team travel. One can argue that fewer miles results in fuel cost savings, but any savings are quickly erased by the increased gas consumption associated with typical stop and go traffic on Los Angeles freeways. In fact, those familiar with L.A. traffic patterns know that time, not distance, is a more critical factor in calculating travel expenses in Southern California. Under the proposed "Conference #5" structure, our men's and women's teams would increasingly be required to travel to the Westside of the Los Angeles basin, primarily traversing highways 5, 110, 10, 101, 405, and 605 during the mid-afternoon rush hours. Under these circumstances, a thirty mile cross town trip easily translates into a two-hour plus pre-game marathon. Increased travel time would wipe out any potential savings, raise costs for contracted drivers, and greatly increase our expenses associated with the time our coaches, staff, and student athletes must spend on the road.

We would like to offer a change in the conferencing plan that would place Glendale Community College in the proposed "Conference #3." Since nine of these schools are members of our current conference, the WSC, our coaches and staff are very familiar with traveling to those locations. Furthermore, Glendale's "Proposed Average Miles to Games" would be 42 miles if we were included in "Conference #3" according to our calculations. This appears to be a major increase over the estimated twenty-two mile average cited in the "Conference #5" plan, but the hypothetical twenty mile savings is mitigated by the cost increases associated with the aforementioned travel time factor. Additionally, the "Conference #5" plan lists our "Current Average Miles to Games" as a member of the WSC at 64 miles. Under our alternate proposal, Glendale's inclusion in "Conference #3" would result in an immediate twenty mile reduction down to an average distance of 42 miles. Add to the shorter distance a reduction in travel time (compared with the "Conference #5" plan) resulting from primarily northbound travel on highways 210, 118, 5, and 101 and the cost containment possibilities as a member of "Conference #3" could be significant for Glendale.

In summary, Glendale Community College does not endorse the Conferencing Committee's proposal to assign our intercollegiate athletic teams to "Conference #5." Rather, a more sensible plan would be to make Glendale a member of the proposed "Conference #3," an approach that would ease the travel burdens on our coaches, staff, and student athletes while making an actual contribution to the COA Board's cost containment goals.

Sincerely,

Dr. Dawn Lindsay
Superintendent/President

cc: John Cicuto
Terry Coblentz
Dr. Paul Schlossman