

41-6a-1308. School bus idling standards. (Enacted by Chapter 68, 2008 General Session)

The State Board of Education shall, in consultation with local school districts and the air Quality Board:

- (1) Implement an idling reduction program for all school bus drivers in the state; and
- (2) Adopt idling reduction standards in the Utah Standards for Utah School Buses and Operations.

Utah School Bus Idling and Emissions Reduction Standard

Applicability:

This standard applies to the operation of every school bus in the State of Utah.

Rationale:

Diesel exhaust from idling school buses can accumulate in and around the bus and pose a health risk to children, drivers, and the community at large. Exposure to diesel exhaust can cause lung damage and respiratory problems. Diesel exhaust exacerbates asthma and existing allergies, and long-term exposure is thought to increase the risk of lung cancer. Idling buses also waste fuel and financial resources.

Purpose:

Eliminate all unnecessary idling by school buses so that idling time is minimized in all aspects of school bus operation.

Processes to Be Followed:

1. When school bus drivers arrive at loading or unloading areas to drop off or pick up passengers, they shall turn off their buses as soon as possible to eliminate idling time and reduce harmful emissions. The school bus shall not be restarted until it is time to depart and there is a clear path to exit the pick-up area. Exceptions include conditions that would compromise passenger safety, including:
 - A. Extreme weather conditions.
 - B. Idling in traffic.
2. At school bus depots, limit the idling time during early morning pre-trip and warm-up to what is recommended by the manufacturer (generally 3-5 minutes) in all but the coldest weather.
3. Buses shall not be idled while waiting for students during field trips, extracurricular activities or other events where students are transported off school grounds.
4. In colder weather, schools are directed, where possible, to provide a space inside the school where bus drivers who arrive early can wait.
5. In colder weather, if the warmth of the bus is an issue, idling is to be kept to the very minimum and occur outside the school zone. The "warmed" bus is to enter the school zone as close to pick-up time as possible to maintain warmth, and then shut down.
6. Transportation Operations staff are directed to revise bus schedules so that school bus caravanning can be avoided and the cleanest buses are assigned to the longest routes.
7. All drivers shall receive a copy of this standard at the beginning of every school year.
8. The cool-down needed for the Turbo must be addressed in a way that will protect the equipment from damage. Where possible, a slow, idled-down approach to the loading zone should be used to provide the cool-down needed for the turbo. Where sufficient idle-down is not obtained in the approach to the loading zone, a maximum of three minutes of idle-down is permissible.
9. Each driver shall receive a minimum of 30 minutes of idling reduction instruction.