

Safe and Alert Utah School Bus Drivers

Utah State Office of Education (USOE) in partnership with the Utah Association of Pupil Transportation (UAPT)

Best Practices for Safe and Alert Utah School Bus Drivers

The Utah State Office of Education (USOE), in partnership with the Utah Association for Pupil Transportation (UAPT), offers some best practice solutions to help districts accommodate the Hours of Service rules in their field/activity trip planning;

1. It is recommended that districts develop a policy to include drowsy driving and other safety related considerations in trip return times.
2. The use of private noncommercial vehicles to transport students is discouraged.
3. A district should examine trip schedules for possible HOS (hours of service) infractions as the activity trips are requested for transportation.
4. For trips having a scheduled return time of 12:00am or later, the district may require that group stay overnight.
5. It is recommended that district's trip advisors receive instruction to be conscious and sensible of driver's available HOS on an activity trip.
6. A district should encourage a driver to rest during off duty hours when on an activity trip, to avoid drowsy driving.
7. For trips that would obviously put the driver into an over-hours situation, the district may require the group stay overnight or use a second driver.
8. Use of two drivers. (They will still both be considered on duty, but as long as the trip is not over 15 hours, both drivers can be utilized to drive). Caution must be taken on the return time so both drivers get 8 hours rest after the trip before being required to be back on duty the next day.
9. If a route driver takes a trip that lasts into the late evening and they work close to 15 hours that day, use another driver for their morning run.
10. Utilize a driver from another district en-route. For example;

Driver 1 begins his day at 5am.

At 10am driver 2, from another district, takes over.

Driver 2 began his day at 7am with 3 hours on his morning route.

Driver 1 is off duty.

Driver 2 drives to destination, arriving in 2 hours, then departs from activity at 4pm to arrive at exchange point at 6pm.

Driver 1 finishes trip at 11pm.

The total trip lasted 18 hours with Driver 1 accumulating 10 hours of drive time.

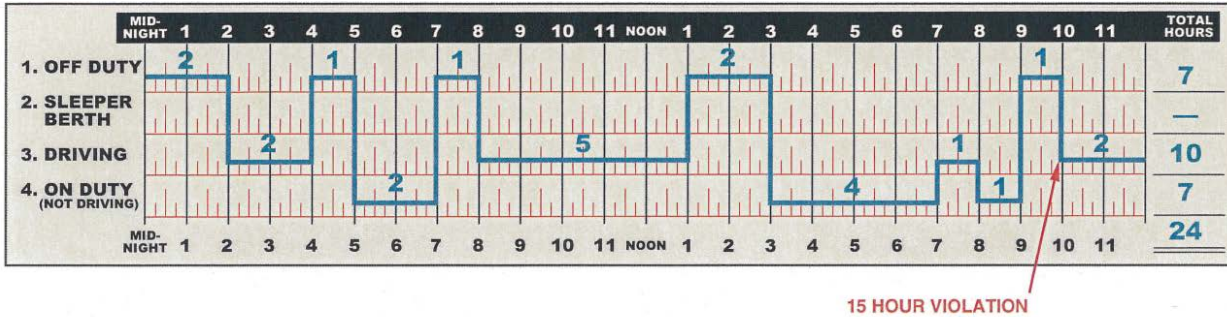
(5am-10am= 5 hours + 6pm-11pm= 5 hours)

Driver 1 also had 8 hours of off duty time. (10am-6pm)

Driver 2 had a total on duty time of 12 hours with 7 hours of drive time.

(7am-6pm on duty) (7am-12:00 and 4pm-6pm driving)

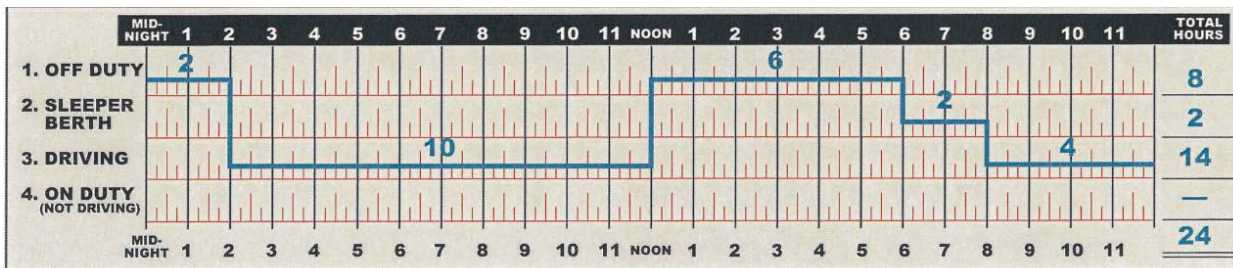
The following pages show examples of use of log sheets to determine if driving or on-duty times are within acceptable amounts to prevent the possibility of fatigue.



Violations: There is a 15-hour violation from 10:00 p.m. – Midnight.

Explanation – 10-Hour Limit: After 8 consecutive hours off duty, the driver was eligible to drive for up to 10 hours beginning at 2:00 a.m. on Day 1. The driver reached the 10-hour driving limit at Midnight, so there are no 10-hour rule violations on this log.

Explanation – 15-Hour Limit: After 8 consecutive hours off duty, the driver, at 2:00 a.m. on Day 1, had 15 on-duty hours available during which to drive a CMV. The driver accumulated 15 on-duty hours (including on duty and driving time) by 9:00 p.m. The 15-hour rule was violated when the driver drove a CMV at 10:00 p.m. without first having another 8 consecutive hours off duty.

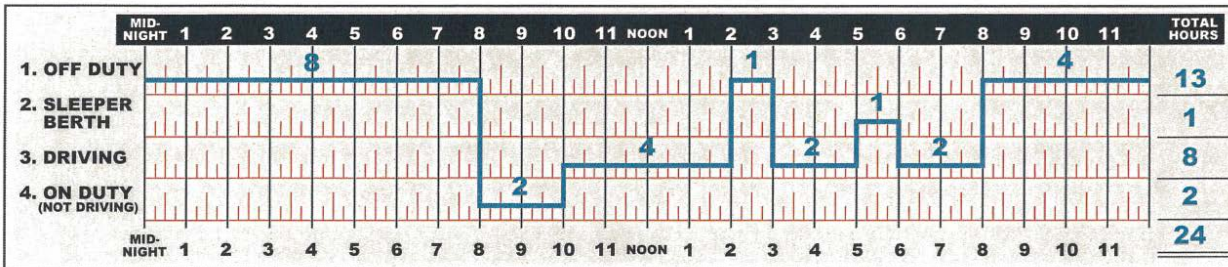


Violations: There are no violations.

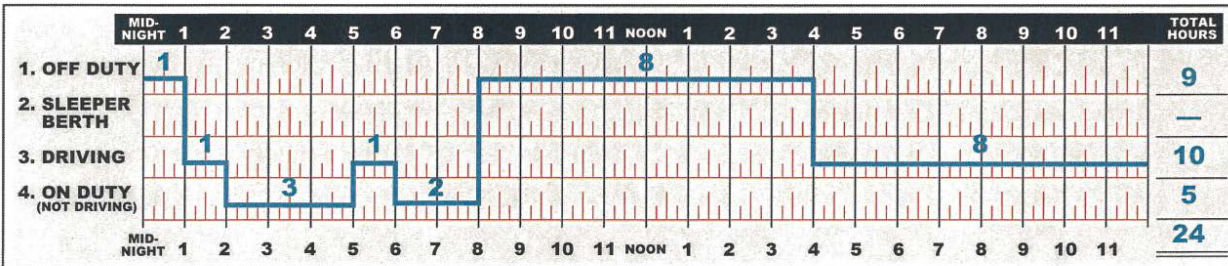
Explanation – 10-Hour Limit: After 8 consecutive hours off duty, the driver was eligible to drive for up to 10 hours beginning at 2:00 a.m., which the driver did. He or she then took 8 consecutive hours off duty, giving the driver another 10 hours of driving time available.

Explanation – 15-Hour Limit: After 8 consecutive hours off duty, the driver had 15 on-duty hours available at 2:00 a.m. By Noon, the driver had used 10 of those hours. The driver then took another 8-hour break, giving him or her another full 15 hours available.

Day 1



Day 2



Violations: There are no violations.

Explanation – 10-Hour Limit: After 8 consecutive hours off duty, the driver was eligible to drive for up to 10 hours beginning at 8:00 a.m. on Day 1. The driver reached the 10-hour driving limit at 6:00 a.m. on Day 2, when he or she stopped driving. The driver then took another 8 consecutive hours off duty, giving him or her another 10 hours of driving time available.

[NOTE: Off-duty periods of less than 8 consecutive hours do not result in additional driving time.]

Explanation – 15-Hour Limit: After 8 consecutive hours off duty, the driver, at 8:00 a.m. on Day 1, had 15 on-duty hours available during which to drive a CMV. By including only on duty and driving time in this calculation, the driver reached the 15-hour limit ($2 + 4 + 2 + 2 + 1 + 3 + 1 = 15$) at 6:00 a.m. on Day 2, when he or she had to stop driving. At that point, the driver continued working for 2 hours, which is allowed as long as there is no more CMV driving. In order to return to driving, the driver needed at least 8 consecutive hours off duty, which was obtained by 4:00 p.m. on Day 2, at which point the driver again had 15 on-duty hours available (10 of which could be driving).