

DRAFT SCHOOL BOARD POLICY TO LIMIT VEHICLE IDLING

School Districts are encouraged to revise this policy as appropriate to meet their specific needs.

- (a) **Purpose.** This policy seeks to reduce student and driver exposure to vehicle exhaust by limiting unnecessary idling of school buses and other vehicles to improve the health of students and others on school campuses.
- (b) **Applicability.** This policy applies to all public and private vehicles at school facilities and other school destinations.
- (c) **Idling Control Measures.** These policies apply anywhere a bus is parked.
 - 1. A driver of a school bus or other vehicle:
 - (A) must turn off the bus upon reaching a school or other location and must not turn on the engine until necessary to depart from the school or other location; and
 - (B) must park the bus at least 100 feet from a known and active school air intake system, unless the school district has determined that alternative locations block traffic, impair student safety, or are not cost-effective.
 - 2. The employer of the school bus driver must ensure that:
 - (A) the bus or vehicle driver upon employment, and as necessary thereafter, is informed of the requirements of this policy and the reasons therefore;
 - (B) all complaints of non-compliance are reviewed and remedial action is taken as necessary.
 - 3. The school district should:
 - (A) consider relocating school building air intake systems more than 100 feet away from school bus parking areas when practical and shall take other measures to reduce intake of school bus exhaust where relocating intake systems is not feasible, such as regulating closure of intake vents or moving bus parking areas.
 - (B) post “limited idling” or “idle reduction zone” signs and alert bus drivers, parents, administrators, and vendors that engines should be turned off when a vehicle is waiting or parked.
 - (C) identify an indoor waiting area for individuals to discourage waiting for students in an idling vehicle.
 - (D) include “limited idling” policy in contracts made with vendors, contracted drivers, and other vehicles that will be in close proximity to students.

(d) Exemptions. The requirements that a driver of a school bus must turn off the bus and must refrain from idling does not apply for the period or periods during which idling is necessary under the following circumstances:

(1) Turbo-diesel Engine Cool Down or Warm Up

(A) To cool down a turbo-charged diesel engine for a period not to exceed 5 minutes before turning off the engine. The cool down should be in accordance with the bus manufacturer's specifications.

(B) To warm up a turbo-charged diesel engine for a period not to exceed 3 minutes. The warm up should be in accordance with the bus manufacturer's specifications.

(2) Hot and Cold Weather

(A) From April 1st to October 31st, if necessary and if the bus has air conditioning equipment, the bus may idle for a minimum period of time to cool the bus prior to loading;

(B) If justified by cold outside temperatures, the bus may idle for a minimum period of time to heat the bus prior to loading;

(C) If bus drivers will be at a location for more than 15 minutes, a designated indoor waiting area is encouraged to use after turning off the bus engine.

(3) Safety of Children and Emergencies

(A) Use of lift equipment during loading or unloading of children with special needs, requiring use of the lift;

(B) Use of heater or an air conditioner of a bus during loading, unloading or transport of children with exceptional/special needs;

(C) Use of defrosters, heaters, air conditioners, or other equipment for safety or health considerations;

(D) Use of the bus headlights or four-way flasher warning lights for visibility purposes; or

(E) For other traffic, safety, or emergency situations.

(F) If equipment can be run from the battery in any of the above cases, then the drivers should refrain from idling unless there is a significant concern of draining the battery.

(4) Maintenance of Operations

(A) To charge a battery of a school bus, if needed; or

(B) For testing to verify that the bus is in safe operating condition as part of the daily pre-trip vehicle inspection, or as otherwise required, including to measure vehicle emissions.