

Proposed Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools



**Board Hearing
Sacramento, California
December 12, 2002**



AIR RESOURCES BOARD



California Environmental Protection Agency

Today's Presentation

- Purpose of Proposed Airborne Toxic Control Measure (ATCM)
- Development
- Requirements
- Implementation and Enforcement
- Summary and Recommendation

Purpose - Why the Proposed ATCM?



- A Step Toward Reducing Exposure and Health Risk Due to Diesel Exhaust Particulate Matter (Diesel PM) and Other Toxic Air Contaminants (TACs)

Purpose - Why the Proposed ATCM? (continued)

- **The Right Step**

- **Addresses Children's Exposure**
- **Easily Implemented**
- **Complements and Enhances Related Regulations and Programs**



Development - Background

- Identification of Diesel PM as a TAC
- Diesel PM Risk Reduction Plan
- Other Identified TACs:
Acetaldehyde, Acrolein, Benzene, Benzo[a]pyrene, 1,3-Butadiene, Dioxins, Formaldehyde
- Children's Environmental Health Protection Act



Development - Status of Existing Anti-idling Laws

- One California Anti-idling Statute - Limited in Nature
- No Specific Air District Anti-idling Regulations
- No Local Anti-idling Ordinances
- Few Local Written Policies



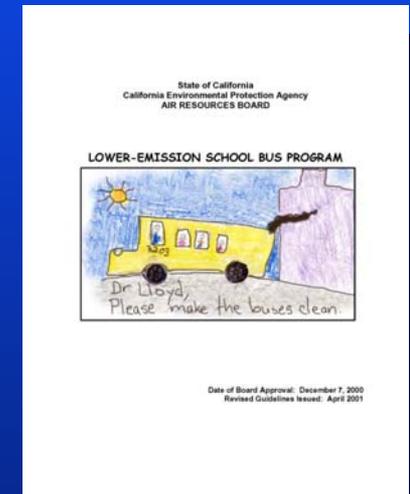
Development - Status of School Bus Replacement and Retrofit

- ARB's Lower-Emission School Bus Program

- About 1,000 Buses Retrofitted
- Nearly 400 Buses Replaced

- Future

- Additional 1,500 Retrofits
- Additional Proposition 40 Funded School Bus Replacement



Development - Public Process

- Surveys
- Consultations
 - California Department of Education (CDE)
 - California Highway Patrol (CHP)
 - Others
- Public Meetings



Requirements - Applicability

- **School Transportation**
 - **School Buses**
 - **School Pupil Activity Buses**
 - **Youth Buses**
 - **General Public Paratransit Buses**
- **Transit Buses at or Near Schools**
- **Heavy-Duty Vehicles (Other than Buses) at or Near Schools**

Requirements - School Buses

- **At Schools - No Unnecessary Idling**
- **Within 100 Feet of Schools - No Unnecessary Idling**
- **At Other Locations - No More than Five Minutes of Idling**



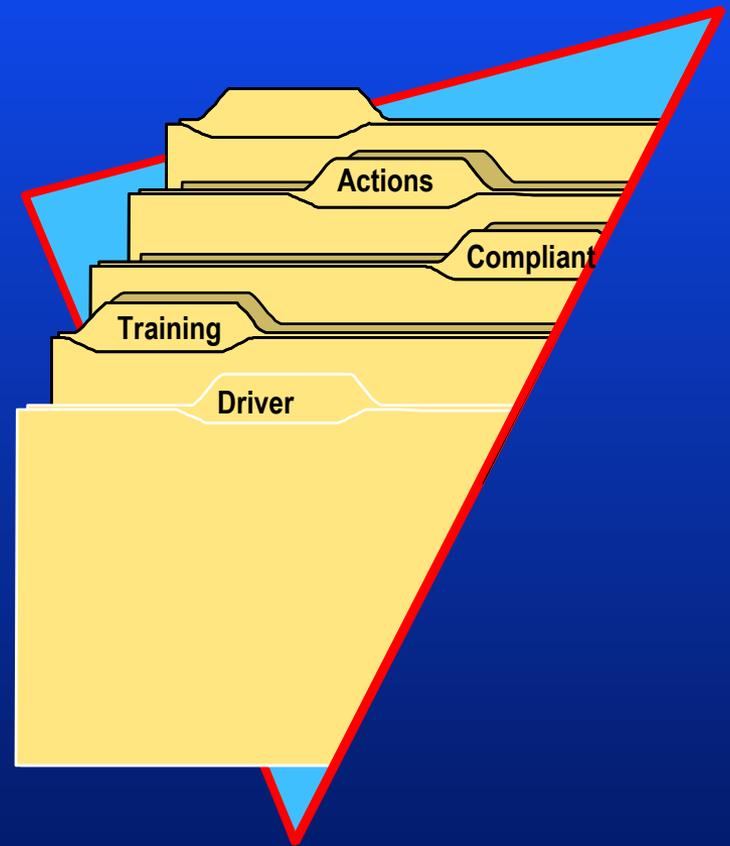
Requirements - Transit Buses, Other Heavy-Duty Vehicles

- At Schools - No Unnecessary Idling
- Within 100 Feet of Schools - No More than Five Minutes of Idling



Requirements (continued)

- Driver Training
- Complaints and Enforcement
Action Tracking
- Recordkeeping



Vehicles That Are Not Subject

- Electric Buses and Vehicles
- Private Passenger Vehicles



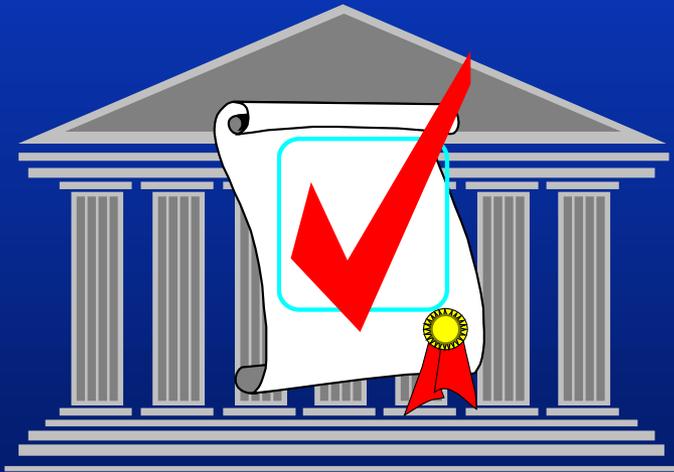
Exemptions

- Address Safety Concerns
- Address Operational Concerns



Effective Date

- **Following:**
 - **Completion of Regulatory Process**
 - **Outreach Efforts**



Benefits

- Reduced Children's (and Other's) Exposure and Potential Adverse Health Effects Due to Diesel PM and Other TACs
- Reduced Criteria Pollutant Emissions



Economic Impact

- **Minimal Compliance Costs**
- **Estimated \$2 or Less Per Affected Driver Per Year**

Next Steps

- Utilize Existing CDE-CHP Training, Testing, and Records Programs
- ARB to Provide Educational Materials
- Primary Enforcement by ARB
 - Process Complaints
 - Spot Inspections
 - Assistance From Others



Summary

- ✓ **Reduce Exposure and Associated Cancer and Other Adverse Health Effects**
- ✓ **Easily Implemented at Minimal Costs**
- ✓ **Complement and Enhance Related Diesel PM Risk Reduction Plan Measures**

Proposed Modifications

- **Provisions to Clarify:**
 - **Applicability Limited to Commercial Vehicles**
 - **Exemption for Health and Safety**
 - **Enforcement Authority**

Recommendation

- **Adopt the ATCM to Limit School Bus Idling and Idling at Schools as Proposed with Staff's Modifications**

