



## CONNECTICUT BUS ASSOCIATION, INC.

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Environment Committee, February 24, 2016

**RE: HB 5318 An Act Concerning Idling in Excess of Three Minutes by Certain Trucks and Buses**

Senator Kennedy, Representative Albis, Senator Chapin, Representative Shaban and distinguished members of the Environment Committee, my name is Jean Cronin and I am the Executive Director of the Connecticut Bus Association, which is a statewide trade association representing Connecticut's charter bus companies. I am here today to discuss our concerns about HB 5318 An Act Concerning Idling in Excess of Three Minutes by Certain Trucks and Buses.

Motor bus operators are very cognizant of the environmental issues, as well as financial issues associated with excess idling. This results in unnecessary emissions and excess fuel utilization. While most of these vehicles still operate on low sulfur diesel fuel, there are some newer buses that are using cleaner fuels such as biofuels, hybrid electric and hydrogen fuel cell. These newer buses are part of the state's transit bus fleet and tend to be rather expensive to purchase. They also do not have a great deal of mileage range without a recharge so they are not ideally suited for longer charter trips.

Motor bus operators do try to minimize the idling of their vehicles as fuel costs are always a concern. However, the very nature of a charter trip is to provide for the safety and comfort of the passengers so idling is necessary at times to accomplish certain functions.

The bill wisely lists several exemptions which are needed to accomplish these goals for the passengers, including operating defrosting, heating and cooling equipment. Under Section 1 (11) in the bill it exempts a motor vehicle in livery service that is waiting to discharge participants at a wedding or a funeral, but not the basic loading or discharging of passengers at any other location or event. **For this reason, I would suggest an amendment to the bill that would exempt motor buses from idling when the operator is in the process of receiving or discharging passengers at a location** This would cover all activities of a motor bus trip, not just weddings and funerals.

The exemptions listed in the bill are critical for the health and safety of the passengers and the drivers and we are glad that the committee recognizes the practical needs as well, such as traffic, maintenance and inspections. It is important that these exemptions are also conveyed to law enforcement personnel who would be imposing fines for violations once the bill passed.

I am also seeking clarification as to exactly which vehicles would be included in this bill. The definition in the bill references "motor bus" as defined in section 14-1. I believe this definition would include transit buses, dial a ride vehicles operated by municipalities, airport valet and shuttle services, university campus shuttles and the like. Clarity on this issue would be greatly appreciated.

I want to thank the committee for taking these items into consideration and hope that you will amend the bill to address our concerns.