CITY OF INGLEWOOD, FLEET MANAGEMENT - ANTI VEHICLE IDLING POLICY

PURPOSE:

Fleet Management and Transit Services are requesting the City to adopt an Engine Idling Policy to support Clean Cities efforts and comply with United States Environmental Protection Agency requests to help reduce emissions and cost consumption of motor fuel.

1. The Fleet Management Division is concerned about Air pollution as a major health risk for City of Inglewood and many metropolitan areas of the United States. These air pollution problems are caused in large part by emissions from automobiles and trucks. Air pollution can cause or aggravate lung illnesses such as acute respiratory infections, asthma, chronic bronchitis, and emphysema and lung cancer. In addition, diesel emissions have been identified as an issue that disproportionately affects low-income urban neighborhoods. Evidence suggests that diesel and other gaseous exhaust, particularly particulates, contributes to this urban health problem.

2. Exhaust from vehicles (both on-and off-road) is a substantial source of carbon monoxide, toxic air contaminants and greenhouse gases.

3. A study of idling exhaust emissions conducted by the U.S. Environmental Protection Agency (EPA420-R-02-025, October 2002) indicates that the typical 1980s – 2001 model year truck operating on diesel fuel emits 144 grams per hour of nitrogen oxide and 8224 grams per hour of carbon dioxide emissions and consumes 0.82 gallons of fuel per hour while idling.

4. Turning off and starting an engine uses less fuel than letting the engine run for thirty seconds.

Modern vehicles need a maximum of 30 seconds of idle at start up. The best way to warm up a vehicle is by driving it.

5. Engine wear is greater at prolonged idle than during normal operation.

6. The City of Inglewood employees can play an important role in improving air quality and reducing the consumption of petroleum products and reduce maintenance cost by limiting the amount of time vehicle engines are allowed to idle within its jurisdiction.

7. Under this Policy, a Limitation on Engine Idling is established by the City of Inglewood to discourage the idling of local City vehicle engines.

DEFINITIONS:

- "Driver" means any person who drives, operates, or is in actual physical control of a vehicle.

- "Emergency" means a sudden, urgent, usually unforeseen, occurrence.

- "Equipment Operator" means any person who is in actual physical control of a piece of off-road equipment.

- "Gross Vehicle Weight Rating" means the weight specified by the manufacturer as the loaded weight of a single vehicle.

- "Heavy-Duty Vehicle" means any on-road motor vehicle with a manufacturer's gross vehicle weight rating greater than 14,000 pounds.

- "Idling," means the engine is running while the vehicle is stationary or the piece of off-road equipment is not performing work.

- "Medium-Duty Vehicle" means any on-road motor vehicle with a manufacturer's gross vehicle weight rating of 6,001 – 14,000 pounds.

- "Official Traffic Control Device" means any sign, signal, marking or device placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic, but does not include islands, curbs, traffic barriers, speed humps, or other roadway design features.

- "Off-Road Equipment" means all non-road equipment with a horsepower rating of 50 or more.

- "Vehicle" means any on-road, self-propelled vehicle that is required to be registered and have a license plate by the Department of Motor Vehicles.

APPLICABLE VEHICLES:

There is hereby established a policy to be known as the Engine Idling Policy that applies to the operation of all City of Inglewood vehicles regardless of gross vehicle weight rating, all heavy-duty vehicles regardless of fuel being used, all off-road diesel-powered equipment regardless of horsepower rating and all off-road equipment regardless of fuel being used, except as provided in the Exemptions area below.

IDLING LIMITATION:

1. A driver of a vehicle:

    a. Must turn off the engine upon stopping at a destination; and

    b. Must not cause or allow an engine to idle more at any location for:

        i. More than 1 minute consecutively; or

        ii. A period or periods aggregating more than five minutes in any one-hour period.

2. An equipment operator of an off-road piece of equipment not identified in (1) above must not cause or allow an off-road piece of equipment to idle at any location for:

    a. More than 2 minutes consecutively; or

    b. A period or periods aggregating more than five minutes in any one-hour period.

3. The City of Inglewood will ensure that vehicle drivers and equipment drivers, upon employment and at least once per-year thereafter, are informed of the requirements of this Policy.

EXEMPTIONS:

This Policy does not apply to a vehicle or piece of equipment for the period or periods during which:

1. Idling is necessary while stopped:

    a. For an official traffic control device or police vehicle;

    b. For an official traffic control signal;

    c. For traffic conditions over which a driver has no control, including, but not limited to: stopped in a line of traffic, stopped at a railroad crossing or stopped at a construction zone; or

    d. At the direction of a police officer or other official traffic controller.

2. Idling is necessary for testing, maintenance, repair or diagnostic purposes;

3. Idling is necessary to ascertain that the vehicle and/or off-road piece of equipment is in safe operating condition and is equipped as required by all provisions of law and established safety policies;

4. The vehicle is not expected to restart due to mechanical or electrical problems;

5. Idling the engine is required to power auxiliary equipment other than a heater or air conditioner, e.g. hoist, lift, computers, safety lighting;

6. Idling is necessary to operate defrosters, heaters, air conditioners or other equipment to prevent a safety or health emergency, but not solely for the comfort of the driver or passengers;

7. Idling is necessary to cool down a turbo-charged heavy-duty vehicle in accordance with the manufacturer’s recommendation.

FINANCIAL IMPACT:

There is no financial cost involved to implement this policy; however, there would be a recognized savings in fuel cost and a reduction of maintenance cost by conservation. The total saving is unknown at this time; however, estimated savings could be as high as $15,000 annually.