

 City of Santa Ana Administrative Policies and Procedures	
	City Manager's Authorization
Subject ENGINE IDLING POLICY	Date 9/9/10

Purpose

The purpose of this document is to articulate the City's Engine Idling Policy which has been formulated to comply with California Air Resources Board (CARB) mandates, support Clean Cities initiatives, and respond to United States Environmental Protection Agency (EPA) requests to help reduce motor fuel consumption and emission.

Background

1. The City of Santa Ana is concerned about air pollution as a major health risk for Santa Ana's residents and daytime population. The medical community has linked air pollution, which consists in large part of emissions from automobiles and trucks, to cardiopulmonary morbidity and mortality. Medical and socio-economic studies have assembled strong evidence that diesel and other gaseous exhaust, notably particulates, contribute to urban health problems such as asthma, bronchitis, emphysema, and lung cancer. Related findings have also identified diesel fuel emission as a health risk factor that disproportionately affects low-income urban neighborhoods.
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. City of Santa Ana 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. This Policy is hereby established to limit and minimize idling of City vehicle and equipment engines. Said policy will be jointly implemented by the City's Fleet Management Division and City employees who operate City vehicles or equipment.

Definitions

1. "Idling," means the engine is running while the vehicle is stationary or the piece of off-road equipment is not performing work.
2. "Off-Road Equipment" means all non-road equipment with a horsepower rating of 50 or more.
3. "Driver" means any person who drives, operates, or is in actual physical control of a vehicle.
4. "Equipment Operator" means any person who is in actual physical control of a piece of off-road equipment.
5. "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.
6. "Gross Vehicle Weight Rating" means the weight specified by the manufacturer as the loaded weight of a single vehicle.
7. "Heavy-Duty Vehicle" means any on-road motor vehicle with a manufacturer's gross vehicle weight rating greater than 14,000 pounds.
8. "Medium-Duty Vehicle" means any on-road motor vehicle with a manufacturer's gross vehicle weight rating of 6,001 – 14,000 pounds.
9. "Light-Duty Vehicle" means any on-road motor vehicle with a manufacturer's gross vehicle weight rating of less than 6,001 pounds.
10. "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.

Applicable Vehicles and Equipment

The Engine Idling Policy shall apply to the operation of all City of Santa Ana vehicles and equipment regardless of gross vehicle weight rating; all heavy-duty, medium-duty, and light-duty vehicles regardless of fuel used; all off-road diesel-powered equipment regardless of horsepower rating; and all off-road equipment regardless of fuel used, except as provided in the Exemptions section below.

Idling Time Limits

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 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 Santa Ana 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.
4. A "5-Minute Rule" fact sheet on this Idling Policy will be posted inside City vehicles and equipment.

Exemptions

The operation of public safety vehicles or equipment, such as those for Police and Fire, is exempted from this Policy specifically during those times when said vehicles or equipment are being used to respond to an emergency in progress; absent such an emergency, this exemption will not apply. Moreover, this Policy does not apply to a vehicle or 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.

Fiscal Impact

Except for the nominal expense of printing and distributing copies of the "5-Minute Rule," there is no cost impact associated with the implementation of this Engine Idling Policy. Further, City fleet fuel and maintenance cost reductions from limiting engine idling are expected to generate hard dollar savings.