

FLEET UNIT ANTI-IDLING

I. PURPOSE:

The following guideline establishes policies and procedures to govern the idling of City fleet units operated by City personnel.

II. POLICY:

This policy is established as part of a national commitment to improve environmental conditions of air quality, global warming and climate change. In addition, the policy serves to address the economic distress facing governments and municipalities due, in part, to escalating fuel and oil expenses. Additionally, the presence of proactive measures such as this supports conditions which offset "non-attainment designations" to be rendered by the Environmental Protection Agency (EPA). Non-attainment would cause a significant negative economic impact due to restrictions placed on local industry.

III. DEFINITIONS:

- A. Fleet Unit: A City-owned vehicle or piece of equipment of a value of \$1,000.00, or greater, that is motorized, self-propelled and/or attached to or pulled behind a self-propelled unit.
- B. Idle: Operation of a fleet unit's primary propulsion engine while the fleet unit is not moving.
- C. Non-Attainment: Designation of a particular county that consistently has air pollution levels in excess of the EPA health standard.
- D. Regulatory consequences of a non-attainment designation:
 - 1. Long-range transportation plans must prove that road building, widening, etc., will not result in increased pollution. If the area cannot show "transportation conformity" it becomes ineligible to utilize or acquire new Federal Highway Funds.
 - 2. An industry that requires an air quality permit, wishing to expand or locate within the non-attainment area faces strict "new source review," which means that the industry may have to install the strictest available pollution controls. In other words, industries would likely look elsewhere before trying to locate within a non-attainment area or expand existing operations.

IV. RESPONSIBILITY:

- A. Authority for the promulgation of rules, revising the contents of this guideline, and furnishing necessary guidance and/or information to ensure compliance rests with the City Manager.
- B. Department Directors will ensure conformity to the procedures as prescribed in this guideline for employees that are assigned a City fleet unit or that utilizes fleet units from the motor pool in order to accomplish City business.
- C. Department Directors are responsible for the dissemination of these procedures to all employees.
- D. Fleet unit operators are responsible for compliance with the rules set forth in this guideline.

V. PROCEDURE:

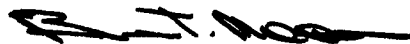
- A. City operators of light duty sedans and pickup are not to allow their fleet units to idle for periods longer than three (3) minutes, except in traffic.
- B. City operators of diesel trucks and buses are not to allow the fleet units to idle for periods longer than five (5) minutes, except in traffic.
- C. Warm-up periods will not exceed one (1)-minute (provided required airbrake pressure and/or other critical settings have been reached).

VI. EXCEPTIONS:

As with all policies there will be some scenarios which are not conducive to the implementation of the limitations described in Section V. Therefore, exceptions to this policy have been identified and only exist under the following circumstances:

- A. For fleet unit maintenance and diagnostic purposes (to be kept to an absolute required minimum).
- B. Under extreme weather conditions or any other time when the health and safety of employees or others may be jeopardized.
- C. If the unit is not expected to be able to restart due to a mechanical problem (must be repaired ASAP).
- D. Emergency response units while on an emergency scene.
- E. Idling the fleet unit is necessary to accomplish work related tasks.

Approved:



Bruce T. Moore
City Manager