



## **\* UPDATED \***

May 10, 2024

To: All Employees

Subject: **MTA VEHICLES ENGINE IDLING & EMISSIONS CONTROL POLICY**

It is the policy of the Metropolitan Transportation Authority (MTA) to eliminate unnecessary non-revenue and bus engine idling. In New York City, vehicle idling is illegal if it lasts more than three (3) minutes or more than one (1) minute when adjacent to a school; this includes buses.

When parked, stopped, or standing, all MTA vehicles must be turned off regardless of propulsion type, including hybrid and all-electric buses, unless driving in revenue or non-revenue service. Furthermore, to ensure compliance with MTA policy and the law, personnel must always adhere to the following regulations:

### **MTA Property**

- **On MTA property, bus engine idling is prohibited in the depot, yard, and maintenance shop areas. This excludes the pre-trip inspection, bus maintenance and repair activities.**
- **Non-Revenue vehicles are prohibited from idling on MTA property, except when performing a Department of Transportation (DOT) required pre-trip inspection or maintenance.**

### **On the Road**

- **Bus operators must shut the bus engine off immediately upon arrival at any layover, terminal, or turnaround point.** Compliance will be as follows: bus operators will discharge customers upon arrival, proceed directly to the proper stand position, and make the bus available for boarding customers. **The bus engine must remain off until departure.**
- **Buses observed emitting dark grey or black smoke must be reported to the Bus Command Center immediately.**
- **Non-revenue vehicle operators must comply with MTA Policy 11-037 and state/local laws prohibiting unnecessary engine idling. In accordance with state and local laws, vehicles actively engaged in an “emergency” or operating the Power Takeoff (PTO) are exempt from the idling laws.**

**Note:** An exception is made during the maintenance repair activities specified in the Maintenance Directive titled “Cold Weather Procedures”.

Failure to comply with these guidelines is grounds for disciplinary action. Additionally, personnel may also be responsible for any civil penalties or fines levied against them by regulatory agencies for these violations.

Assistant General Managers of Depot and Road Operations and the personnel assigned to them will monitor to ensure compliance with this bulletin.

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