

Clean Fleet Update

August 2026



NYC DCAS
Citywide Administrative Services

Table of Contents

Welcome Letter 3

Overview: Clean Fleet Update 2026 4

Progress to Date 8

 Fleet Electrification.....8

 Electric Charging.....13

 Biofuels 19

 Fleet Efficiency 23

 Fuel Use and GHG Reduction.....28

Moving Forward 32

Conclusion 34

Acknowledgements 35

Welcome Letter

August 2026

In May 2015, New York City released its first NYC Clean Fleet Plan and announced that we would achieve fifty percent reduction in greenhouse gases for the city fleet by 2025 (50x25) and eighty percent by 2035 (80x35). At that time, the initiative was focused on vehicle fleet and off-road equipment. DCAS has since expanded its efforts to include vessels and boats and is looking at opportunities in aviation.



DCAS pursued a three-part program: electrify everything we can as soon as we can; replace fossil diesel with biofuels; and implement efficiencies of all types.

In the last ten years, DCAS has implemented NY's largest electric fleet with now 6,000 units, largest hybrid fleet with nearly 5,000 units, and largest electric charging network at over 2,600 ports. DCAS has also implemented the first major renewable diesel program on the East Coast of the United States, replacing fossil diesel fuel for the city trucking fleet, off-road equipment, the Staten Island Ferry, and other vessels. We have also used telematics to reduce fleet size.

DCAS has now achieved 50x25 and that is just the beginning. Our next target is 80x35 and electrification of the light and medium duty fleets, as per Local Law 140, by 2035. We face supply chain challenges and headwinds in terms of federal policy. Our focus will not change.

DCAS will promote fleet electrification and sustainability far and wide, expand our electric and hybrid fleets, further reduce liquid fuel use, electrify off-road equipment, and replace vessel fossil fuel. Our charging network will continue to grow and become more resilient.

Over fifty agencies and offices are involved in this effort, a truly all of government initiative. We thank everyone who has contributed, both for your support to date and even more for what's to come.

Sincerely,

Keith T. Kerman

Deputy Commissioner, DCAS / NYC Chief Fleet Officer

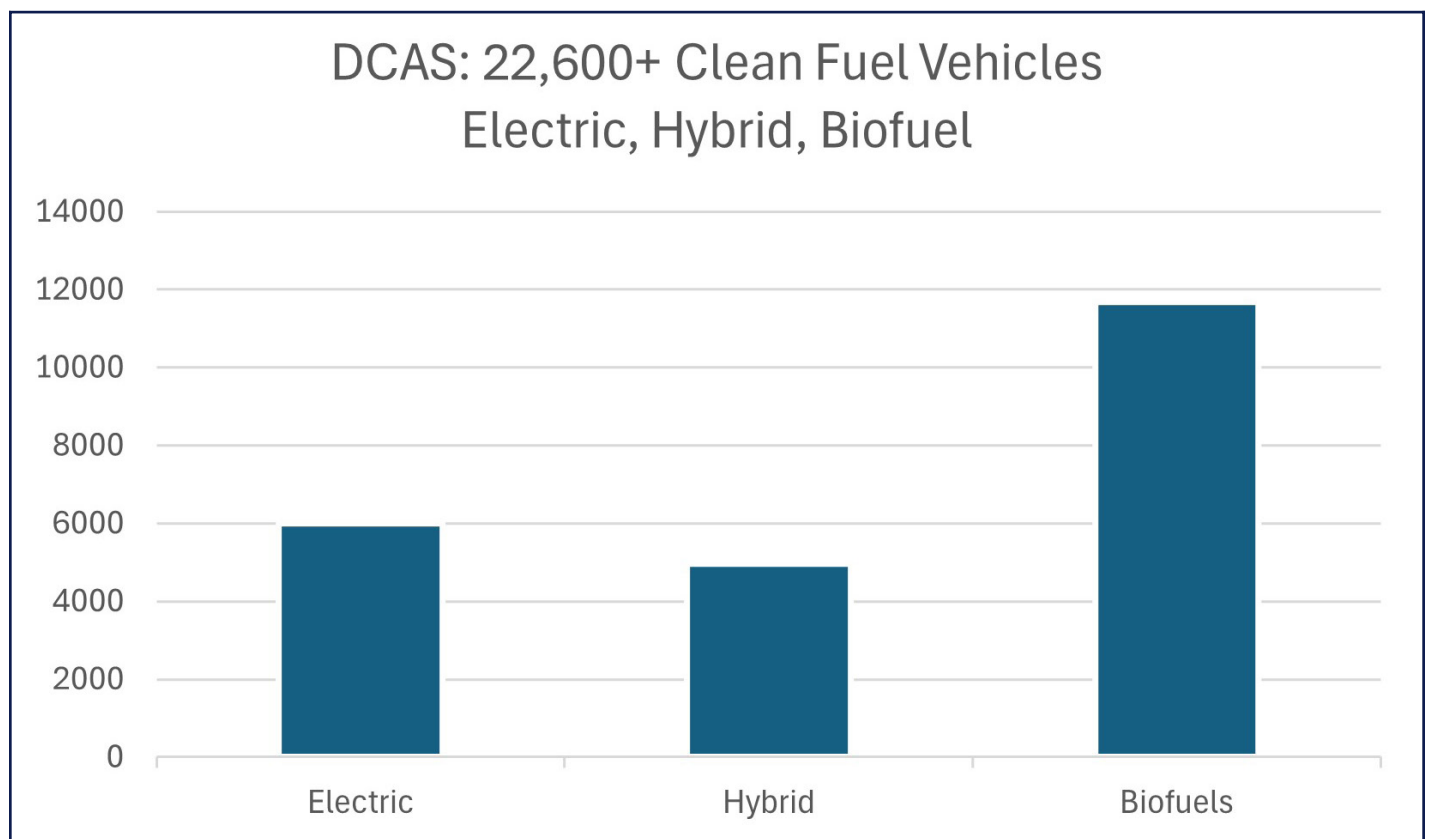
Overview: Clean Fleet Update 2026

New York City operates the largest and most complex municipal fleet in the world with nearly 29,000 vehicles and off-road equipment pieces. Over 190 types of fleet equipment support hundreds of distinct service operations at over 50 city agencies.

Adding to the challenge, the primary mission of the city fleet is emergency services with uniformed police (NYPD), sanitation (DSNY) and fire (FDNY) owning the three largest agency fleets.

The main responsibility of city fleet services is to procure, maintain, and fuel the city fleet for 24/7 operations. Fleet and agency transportation coordination involves over 1,600 full time staff and \$1.4 billion in annual expenditure for vehicle acquisitions, repair, parts, fuel, services, and claims.

The day-to-day job is fleet operations. However, as outlined in Executive Order [53](#) of 2020, DCAS is working to implement the cleanest and safest fleet in the country while also transforming the fleet industry toward electrification, efficiency, and safe design.



Major progress is being made. The city operates over 22,600 vehicles on alternative fuels including electric, hybrid, solar, and biofuels.

In April 2026, DCAS [announced](#) that over 1,000 law enforcement vehicles were now electric (EVs) across 15 agencies. This is the largest such transformation in North America.

Also in April 2026, DCAS and US DOT Volpe [issued](#) a new Clean Fleet Transition Plan Update report as per EO53. This report outlines the state of the EV market across the full complexity of the city fleet. The report also discusses exciting ways that electrification can support safe vehicle design including intelligent speed assistance (ISA) and high vision for trucks.

Included in the Fiscal Year 2027 budget was an additional capital fund of \$38.5M over five fiscal years to procure over 600 electric pickups and vans to replace existing gas and diesel units.

The first [Clean Fleet Plan](#) was published in 2015 and [updated](#) in 2021 and again in [2024](#). This 2026 Update is being prepared in accordance with Executive Order [41](#) of 2019.

In the Clean Fleet Plan, DCAS established a three-part strategy to achieve these ambitious goals:

1. **Electrification:** Electrify the fleet as quickly as possible;
2. **Biofuels:** Replace diesel fossil fuel with diesel biofuels including biodiesel and renewable diesel;
3. **Efficiencies:** Implement continued efficiencies including fleet reduction, hybrids, down-sizing, and fleet sharing.

In 2015, the Green Fleet Plan set a goal of 2,000 electric vehicles by 2025. DCAS now operates 6,000 EVs and is setting a goal of at least 12,000 by 2035.

In 2015, DCAS was a leader in biofuels. At that time, we employed 5 to 20 percent use of biodiesel with most diesel still being fossil fuel.

Today, city fuel sites use 100 percent biofuel, mostly renewable diesel.

In 2015, DCAS telematics initiatives were just beginning. Hybrids were recently introduced to NYPD. FDNY was testing alternative power units (APUs).



Overview: Clean Fleet Update 2026

Today, DCAS tracks over 29,000 vehicles live each day at the Fleet Office of Real Time Tracking (FORT). NYPD operates the largest hybrid and electric police fleet in the nation. Nearly every FDNY ambulance has a plug in main battery with most employing solar panels.

In 2015, the city operated 250 electric chargers, one solar carport, and no fast chargers.

Today, DCAS and DOT operate over 2,600 EV chargers including 160 solar carports and 432 fast chargers, both the largest such programs in New York state. By 2035, DCAS will operate at least 5,000 charging ports and 1,776 fast chargers.

In 2015, there were no fully road worthy electric trucks, vans or pickups. Today, DCAS operates nearly 750 fully electric pickups and vans with more than 200 on order and a new capital fund in place for 600 additional over the next five fiscal years. DCAS also has launched a major truck electrification effort.

In 2015, the Clean Fleet Plan was focused on vehicle fleets and off-road equipment. DCAS has expanded its efforts, most notably in replacing fossil diesel fuel with renewable diesel for the Staten Island Ferry and other agency vessels. The city's greenhouse gas (GHG) reporting includes vessels and aviation in its fleet accounting.



Through these combined efforts, DCAS will [achieve](#) 50x25 when the final greenhouse gas inventory report is issued for FY25. DCAS has already achieved 46 percent reduction through FY24.

DCAS Fleet now turns its focus to 2035 with a goal of 80 percent GHG reduction and electrification of the entire light and medium duty fleet to the extent achievable.



Water vessels will be a core part of these efforts going forward as DCAS takes on all aspects of greening city government transportation.

In April 2026, DCAS and US Department of Transportation (DOT) Volpe Center released an [update](#) to the Clean Fleet Transition Plan (CFTP). This report is required of Mayoral Executive Order 41 of 2019 and discusses the status of electric fleet options across the wide variety of DCAS on-and off-road equipment. The report introduces the concept of the extended range electric vehicle (EREV), as a new alternative fuel option, and discusses the synergies between electric and safe fleet design.

To achieve our ambitious sustainability goals, DCAS relies on further advancement in electric and clean technologies in the fleet industry. In May 2026, DCAS and Los Angeles County [announced](#) a partnership to work together to support progress in fleet electrification and technology development.

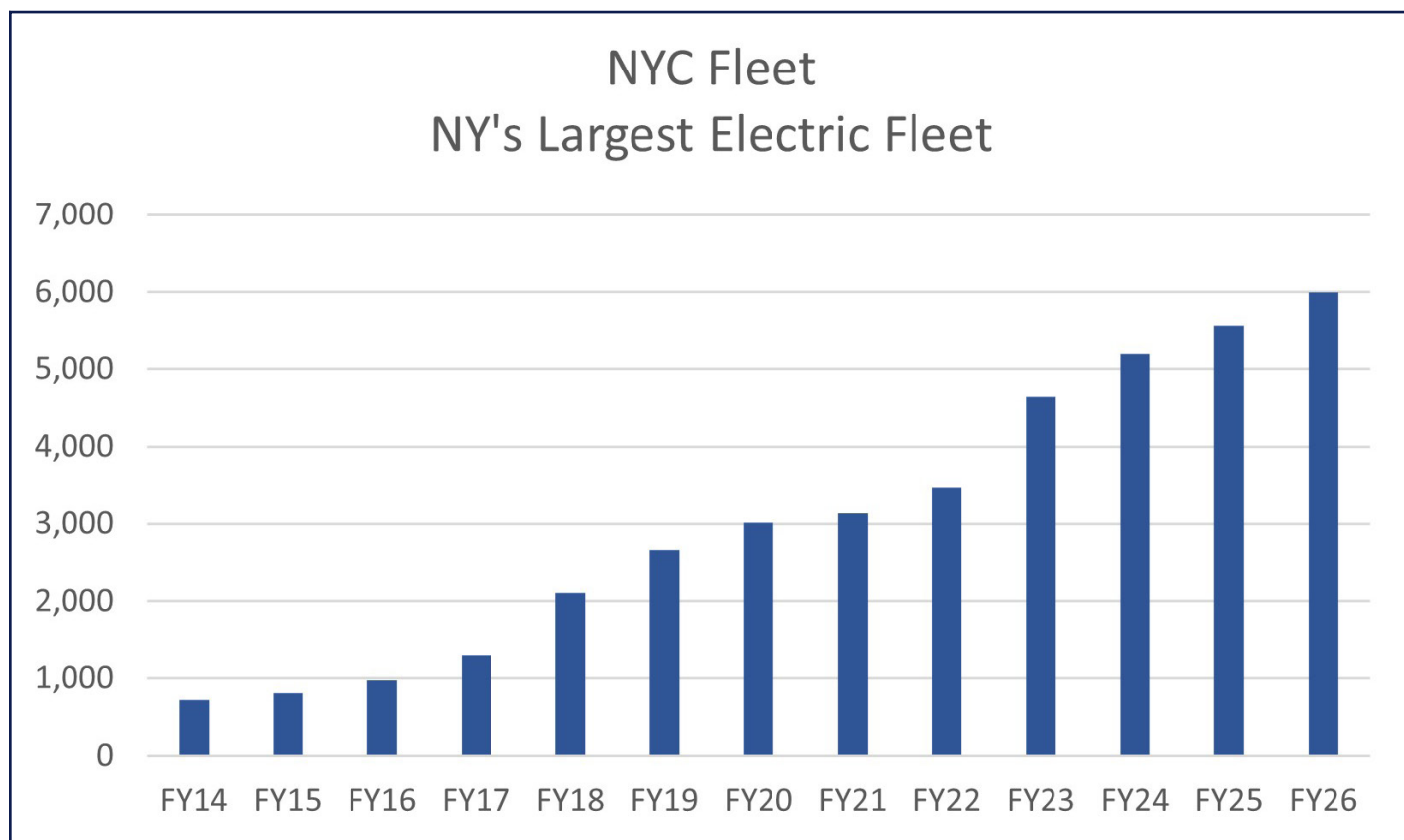
The upcoming sections of the report will take a closer look at each of the Clean Fleet strategies.



Progress to Date

Fleet Electrification

NYC EV Fleet: The city is currently operating 6,000 electric vehicles with orders in place that will take the fleet over 6,100 EVs. This is New York state's largest EV fleet.



EVs and Law Enforcement: In April 2026, DCAS [announced](#) that over 1,000 EVs were now operating in law enforcement across 15 agencies. This is the largest EV enforcement fleet in North America.

The Taxi and Limousine [Commission](#) (TLC), New York City Department of Sanitation, NYC Parks, and DCAS have all announced that their enforcement fleets will be completely electric before the 2035 target in [Local Law 140](#) of 2023. DCAS will be working to add law enforcement agencies to this commitment.

The largest law enforcement fleet is NYPD and 500 of the 1,000 EVs are at NYPD. In December 2021, DCAS [introduced](#) the Ford Mustang Mach-E for use as a police car at NYPD. In April 2026, DCAS announced the addition of the pursuit rated Chevrolet Blazer EV to NYPD's fleet. This is the city's first pursuit rated EV fleet unit.

As NYPD introduces and tests additional EV models, DCAS and NYPD are working with manufacturers to develop additional options. NYPD vehicles must be available for multiple shifts per day and be able to handle 24/7 extended emergency deployments.

The rigorous demands on NYPD vehicles make charging and backup emergency power extremely challenging. DCAS is especially interested in developing a plug-in hybrid (PHEV) option for these law enforcement units that would enable EV charging while providing NYPD powering options during emergencies. EREVS are also a possible solution.



EVs and EMTs: In 2025, DCAS and FDNY announced 30 additional EVs to be used to support fire services including the nation's first EVs to be used by emergency medical technicians to respond to 911 calls. FDNY has now implemented 6 EVs supplied through DCAS as paramedic response units (PRUs). FDNY is assessing the long-term role that these units may play in citywide 911 response.



EVs and DSNY: DCAS has implemented a similar emergency program with the Department of Sanitation (DSNY). DSNY uses nearly 1,200 light and medium duty units. Currently, 46 percent of these are electric plug-in models.

For the sedans, pickups and vans which have limited emergency roles, DCAS is fully electrifying the units with battery electric vehicles (BEVs).

For the SUVs that support emergency response, DCAS is replacing gas units with plug in hybrids (PHEVs). DCAS and DSNY are working together to maximize charging of the PHEVs during normal operations. For storm emergencies, the PHEVs provide DSNY with needed flexibility.

BEV versus PHEV: All electric, BEV, vehicles are a better guarantee of emissions and maintenance savings than PHEVs which require extensive and challenging management of charging habits.

Working in partnership with the Office of Management and Budget (OMB), DCAS has transitioned fleet electric buys to BEVs wherever possible, while acknowledging the emergency needs discussed in this section. In FY21, 52 percent of electric buys were BEVs. In FY26, 81 percent were BEVs. DCAS has set a target of 80% or more BEVs for each annual acquisition plan.

Medium and Heavy Duty EV: DCAS is also making progress on medium duty and heavy-duty trucks. DCAS has introduced 743 fully electric BEV pickups and vans with 202 more on order.

The first electric heavy-duty trucks are also being introduced. Fleet agencies are now operating the first 40 heavy duty EV trucks including correction and school buses, sweepers, garbage trucks, attenuators, rack trucks, a first EV dump truck, and likely the world's only electric and refrigerated mortuary truck at the NYC Office of Medical Examiner (OCME). An additional 70 BEV trucks are on order as well as PHEV sweepers for DSNY.



EVs and Executives: Through Executive Order [90](#) of 2021 DCAS is electrifying the vehicles for agency executives. Currently, 153 executives are assigned electric vehicles including all executives in non-emergency roles.

EV Battery Report: As DCAS works to expand electric vehicles in the fleet, the agency is also studying their use in action.

In July 2025, DCAS published a [study](#) of electric battery in operation across over 6 million miles. The study was conducted by the DCAS Fleet Office of Real Time Tracking (FORT), which tracks over 29,000 City vehicles and school buses live each day.

Among the findings were that electric vehicles were 9 times more energy efficient than combustion engine vehicles. In real use, BEVs also perform closer to their EPA fuel economy ratings than any other units.

	Number of Vehicles	Distance (mi)	Fuel Used (gal or gal equivalent)	Actual MPG or MPGe	EPA Rating	Percent Difference
BEV	1,110	5,717,375	62,840	91	105	-14%
Diesel	5	35,050	2,074	17	22	-24%
Gas	495	2,640,616	267,820	10	21	-54%
Hybrid	650	4,875,917	313,984	16	32	-51%
PHEV	936	6,282,161	308,195	20	91*	-78%

In terms of challenges, the report found a very strong correlation between cold weather and battery range for all EV models. Cold weather can reduce as much as 35% of battery range. This is an effect that must be planned for in fleet operations.

The report also found a 6% fuel economy improvement for electric vehicles that operate with DCAS Intelligent Speed Assistance (ISA) systems. This is evidence that clean and safe fleet design go together.

EV Training: Fleet electrification is a major transformation impacting driving, fleet repair, and fleet operations. DCAS has introduced training for City mechanics and for fleet operators.

DCAS launched a “[Let’s Talk About EVs](#)” training initiative to provide fleet drivers a general understanding of EVs and charging. DCAS also [launched](#) a training program for fleet operators in partnership with NYC Talent and the NYS Department of Labor.

In partnership with DSNY, DCAS has been training city mechanics and technicians annually about EV batteries, technology, charging, and safety.

DCAS has donated 20 electric and hybrid vehicles to NYC public automotive high schools to help the teachers transition automotive learning to cleaner vehicles.

DCAS has also donated EVs to be used as part of driver training. Hundreds of NYC high schoolers are taking their first drives and getting their licenses in all-electric vehicles.

DCAS also partnered with NYC Public Schools on an educational animated video called “[Batteries Included](#),” which introduces electric vehicles to children in an off-beat way.



Challenges: For as much progress as has been achieved, electrification of fleet vehicles is not without challenges:

- **Charging of Plug in Hybrids (PHEVs):** For emergency operations including Sanitation snow removal and policing, plug in hybrids can be an important technology for balancing sustainability and response.

PHEVs require regular monitoring of charging behavior to ensure fuel use is minimized. This monitoring can be time-consuming across a fleet with as diverse a group of functions and operators as the NYC fleet. PHEVs are not effective investments when relying on liquid fuel.

- **Technology Limitation:** DCAS manages a wide variety of equipment, over 190 types of on and off-road equipment. Many of these units do not have viable electric options.

For example, there is no viable way to plow snow with electric vehicles. The trucks don't exist, the charging requirements would be extraordinary, and the backup power needs incredibly demanding.

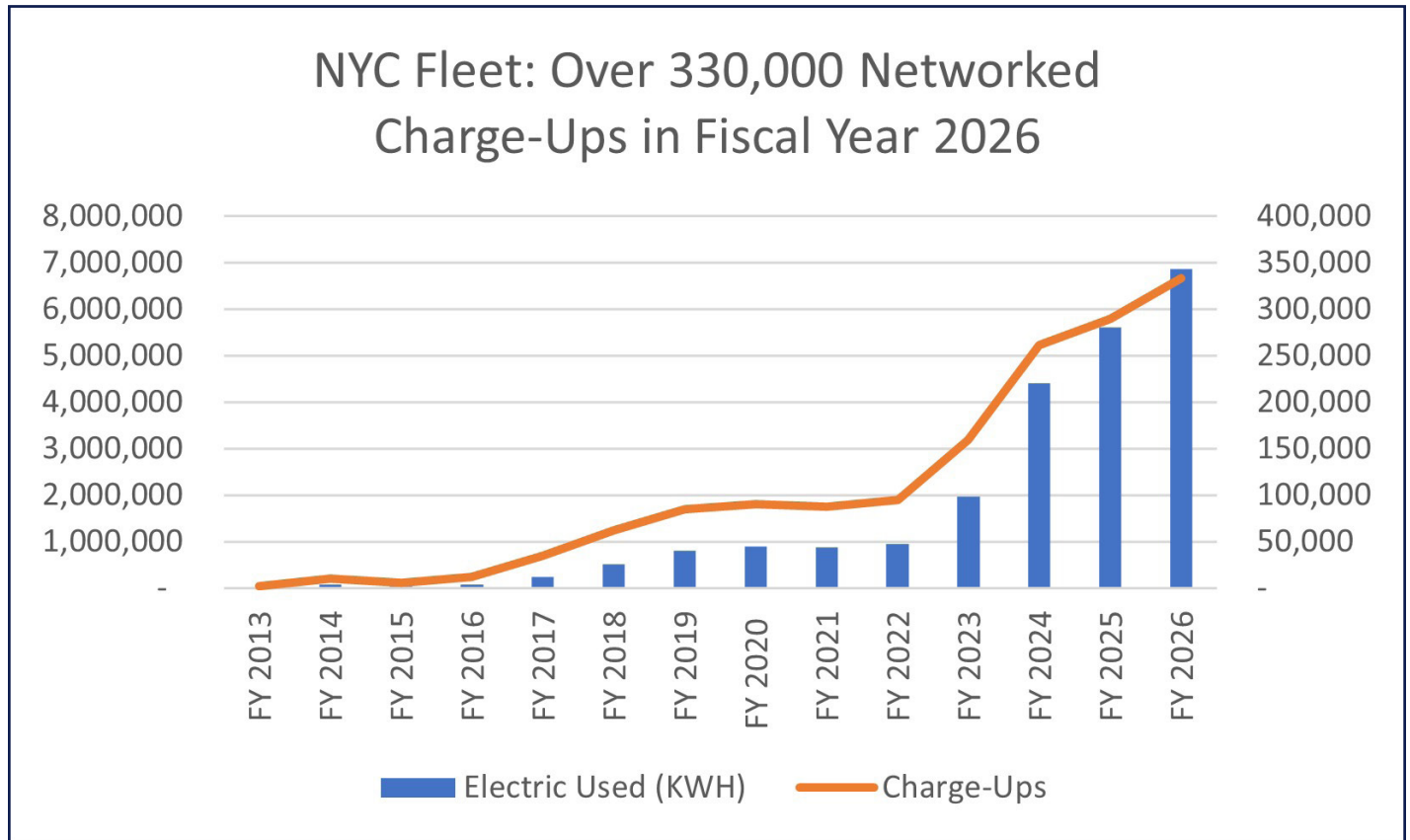
While DCAS has multiple models of EV cargo vans on contract, there is not yet an original equipment manufacturer (OEM) full-size passenger van. DCAS has introduced limited retrofit models.

- **EV Truck Costs:** All EVs cost more than their gas and diesel counterparts. However, the [savings](#) from maintenance and fuel more than offset those upfront costs for most light and medium duty models. This is not yet true of heavy duty EVs for our use cases. Heavy duty EVs are often double or even triple in cost from their diesel counterparts. These upfront costs are challenges for adoption.
- **Policy Uncertainty:** Since 2025, the federal government has made major changes to environmental and transportation policy that impact the EV industry.

CAFE Standards, tax credits, and infrastructure investments have all been changed in ways less advantageous to the EV industry.

In response, major domestic manufacturers have reduced investment in EV vehicles. DCAS requires a robust and growing EV market to maintain its ambitions to fully electrify the fleet. DCAS meets far and wide with industry representatives and partner fleets to ensure that investment in the EV industry continues.

Electric Charging



EV Charging Network: Charging access is the most critical aspect of the fleet electrification effort. With support from NYC DOT, DCAS operates the largest charging network in New York state, with over 2,600 ports.

DCAS focuses on fleet charging but also offers charging for the [general public](#) in partnership with NYC Parks. NYC DOT is working to expand public charging. These chargers are also open for fleet use.

DCAS has achieved a major increase in the use of network charging for fleet transport and now supports over 330,000 charge-ups each year.

DCAS has committed to installing 50 percent or more of charging in environmental justice communities. Currently, 57 percent of DCAS chargers are located in disadvantaged communities as defined by NY State.

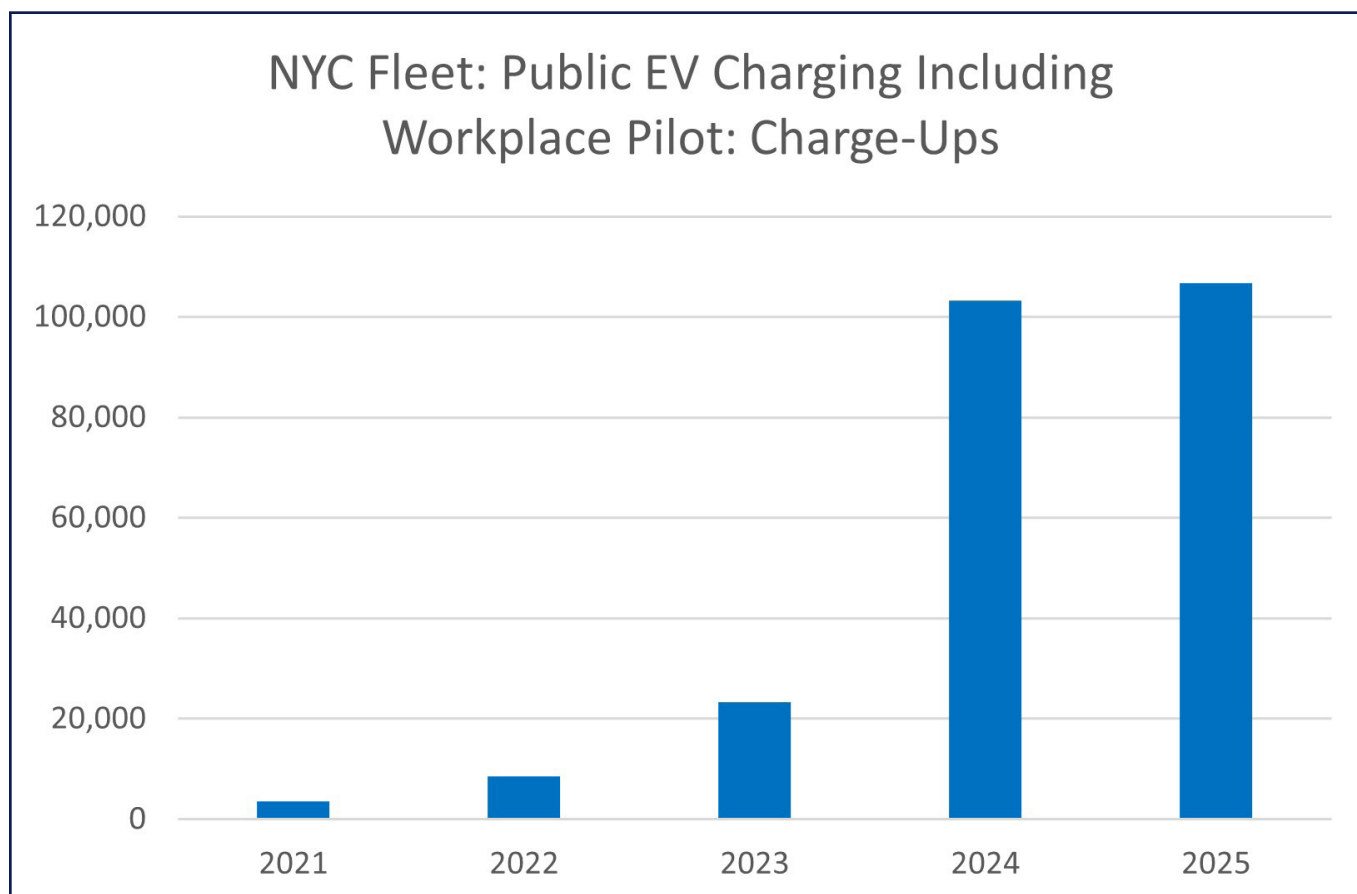
Fast Charging: DCAS has now installed 432 fast chargers, the largest fast charging network in New York state. For three straight years, Con Edison recognized DCAS for installing more fast charging than anyone else in their service area.

DCAS obtains critical support for electrification through the Con Edison Make Ready and Smart Charge Initiatives. Since **2021**, Make Ready has supported 76 installation projects impacting 252 fast chargers and 16 level 2 chargers. DCAS has invested \$17 million on these projects and received \$4.7 million in support.



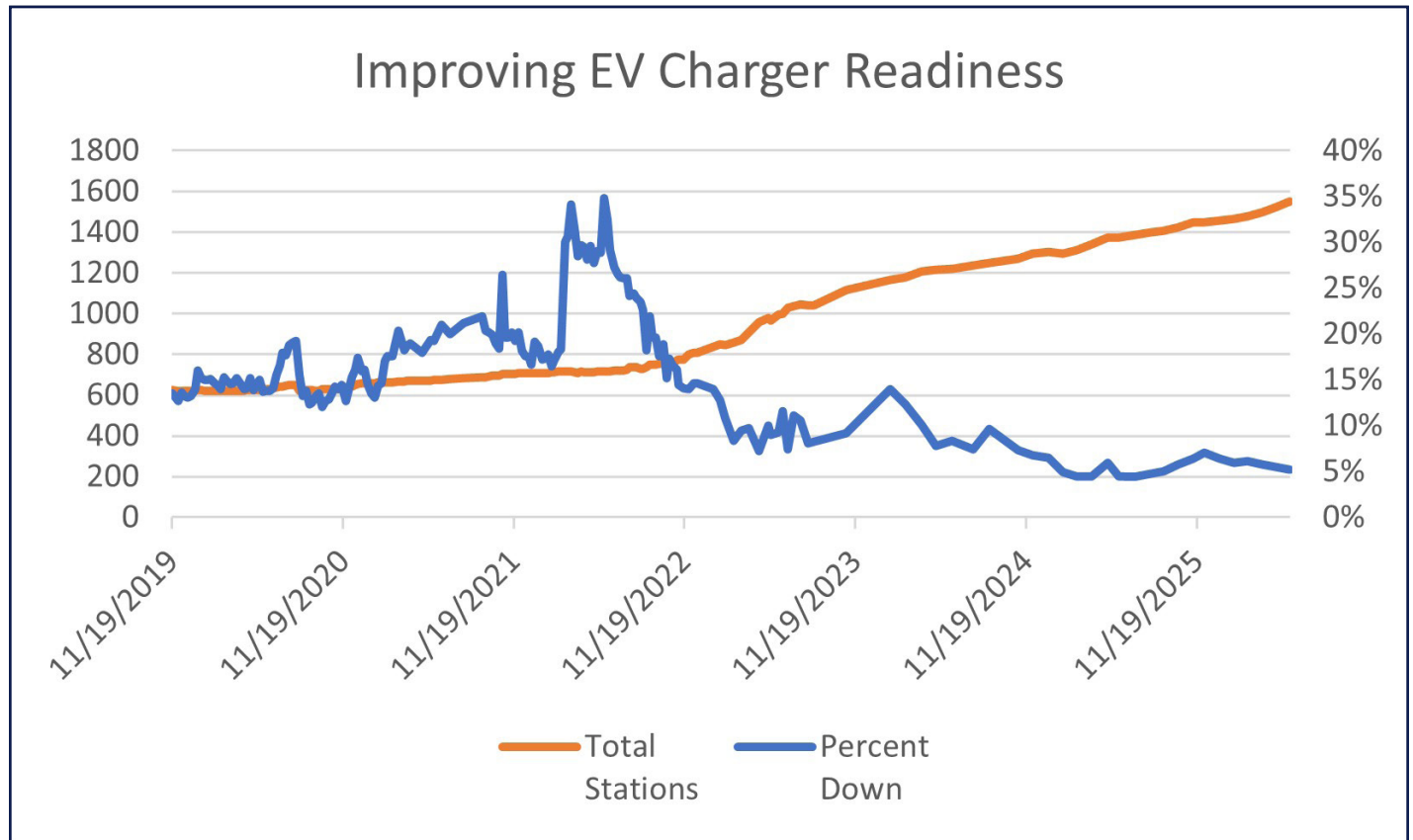
Public Access: DCAS has partnered with NYC Parks to establish public charging hubs at public parking lots. These include Randalls Island, Flushing Meadows Corona Park, and Midland Beach. Additional hubs are planned for Forest Park and Highland Park in Queens. DCAS has also introduced a pilot workplace EV charging initiative for City employees.

DCAS is now supporting over 100,000 public charge ups annually with that figure set to grow. Public charging is now the third major revenue program of DCAS Fleet, joining used vehicle auction and crash claims cost recovery. DCAS has current plans for 44 additional public fast chargers to be installed in next 2 years.



EV Charger Readiness: As the size and age of the EV network increased, servicing and readiness became a growing concern. During and after the COVID pandemic, EV charger out of service exceeded 30 percent at times.

In 2023, DCAS [established](#) a dedicated field services team to maintain the charging network. Even as the network has grown in the last three years, the unit has greatly improved daily readiness.



Solar Charging: Back up power resiliency is a critical issue in fleet electrification, especially for a fleet that is so heavily represented by law enforcement and emergency response vehicles.

DCAS has invested in 160 freestanding solar carports. These units use battery storage to gather solar energy and are not connected to or dependent on the electric grid.



DCAS and the Department of Correction have also implemented a solar canopy project on Rikers Island. The solar canopy supports 6 level 2 (overnight) electric chargers. As part of [Local Law 63](#) of 2024, DCAS will install at least one solar canopy in each borough in calendar year 2026.

In August 2026, DCAS [announced](#) a new solar canopy at Petrides High School in Staten Island, which will serve City vehicles and electric school buses.

Commercial EV Charging Access:

In partnership with the New York state Office of General Services and through the state contract with WEX, DCAS has established access to commercial EV charging through the city's fuel card.

Each fuel card will now provide operators with access to in-house fueling, commercial fueling, and commercial power. This will provide critical new opportunities to address charging needs.



Curbside Fast Charging: In partnership with NYC DOT, DCAS established the city's first curbside fast chargers at Old Slip and South Street in Manhattan. DCAS is planning additional sites at Arsenal North and Arsenal West for NYC Parks. Curbside fast charging opens up opportunities to expand charging throughout the city.

Challenges: EV charging is challenging infrastructure to install. DCAS faces limited space options for installations and very different levels of existing electrical infrastructure. DCAS must rely in new ways on building trades and facilities staff citywide.

- **Product Reliability:** DCAS had implemented 150 kilowatt (kW) battery storage fast charging as a next stage to our charging network. Due to vendor complications, DCAS is currently bidding again for 150 kW charging.
- **Resiliency:** Backup power and network resiliency are critical issues for electrification. Solar carports are part of the DCAS answer. In addition, DCAS is specifying diesel generator connections into major EV charging hubs to offer some protection against power loss events.



Network or software disruptions can also threaten charging networks. DCAS now requires a failsafe, referred to as “free-vend” in its contracts. This will ensure the chargers are available to use if there is a network disruption. In addition, DCAS is installing non-networked chargers at city agencies.

As the electric fleet grows, these resiliency initiatives will take on added importance.

- **Electrical Capacity:** DCAS and Con Edison work together in the field to assess electrical capacity at sites that are well suited for charging. Many sites have limited existing electrical capacity and require expensive and time-consuming electrical upgrades.

As regulated by the Public Service Commission, Con Edison administers Make Ready EV Grants that have been valuable to DCAS. Changes in policy relating to these and other Federal and State grants can impact DCAS’ efforts.

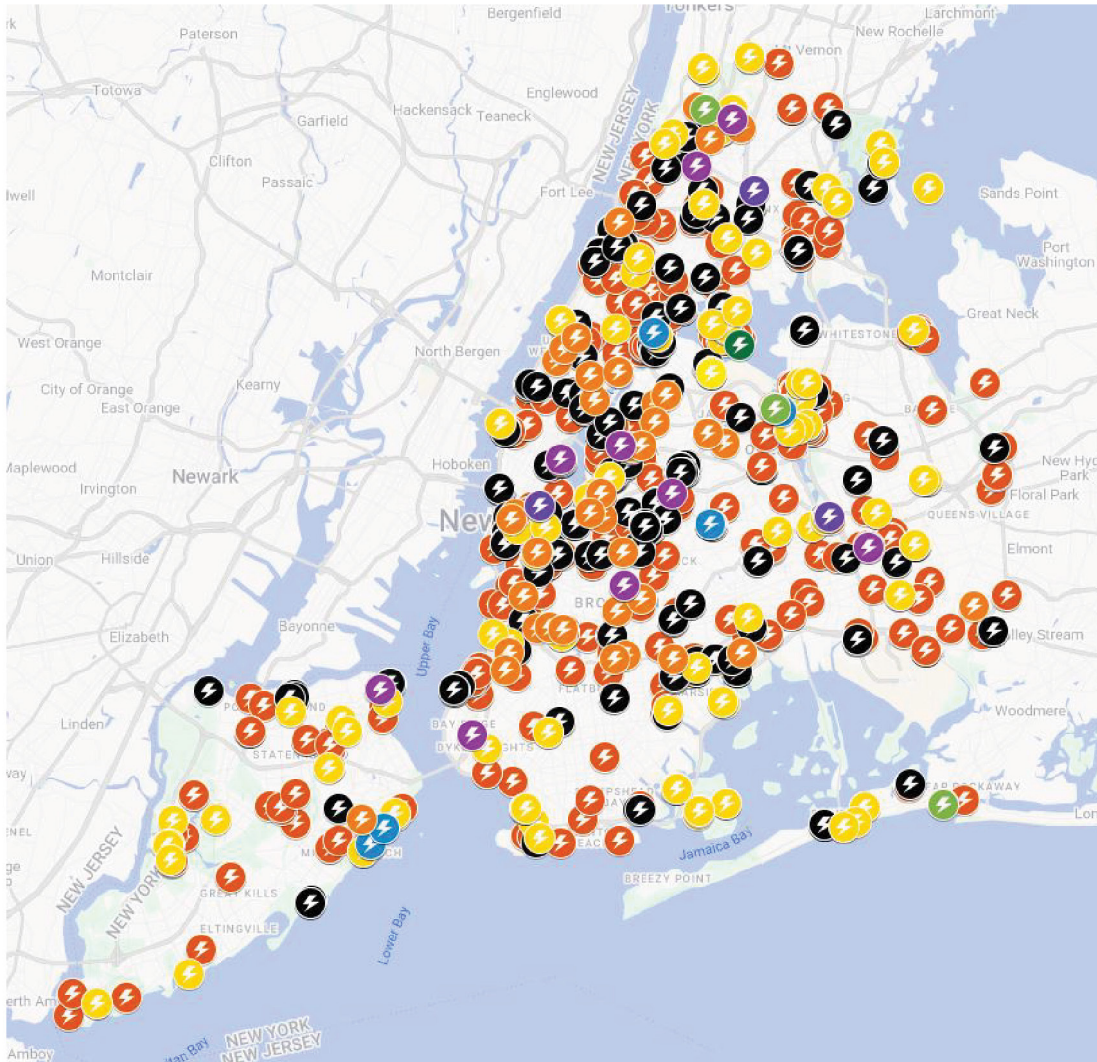
- **Fire Risk:** Fires are not common for vehicle electric batteries and charging systems. However, fires involving electric batteries will burn stronger than diesel or gas engine fires and can reignite after first being extinguished, as these are chemical fires.

Almost all fires [tracked](#) to date by DCAS have been with diesel and gas vehicles. However, there have been electric vehicle and infrastructure fires caused by external factors. A faulty heating coil caused an explosion of a solar carport in Staten Island. Electric vehicles exploded when parked above an underground fire in Manhattan.

It is critical that DCAS and FDNY educate responders, including tow-trucks operators, mechanics, and fleet operators about the nature and risk of electric vehicle fires and that we assess ways to improve fire safety for vehicles, batteries, and charging systems.



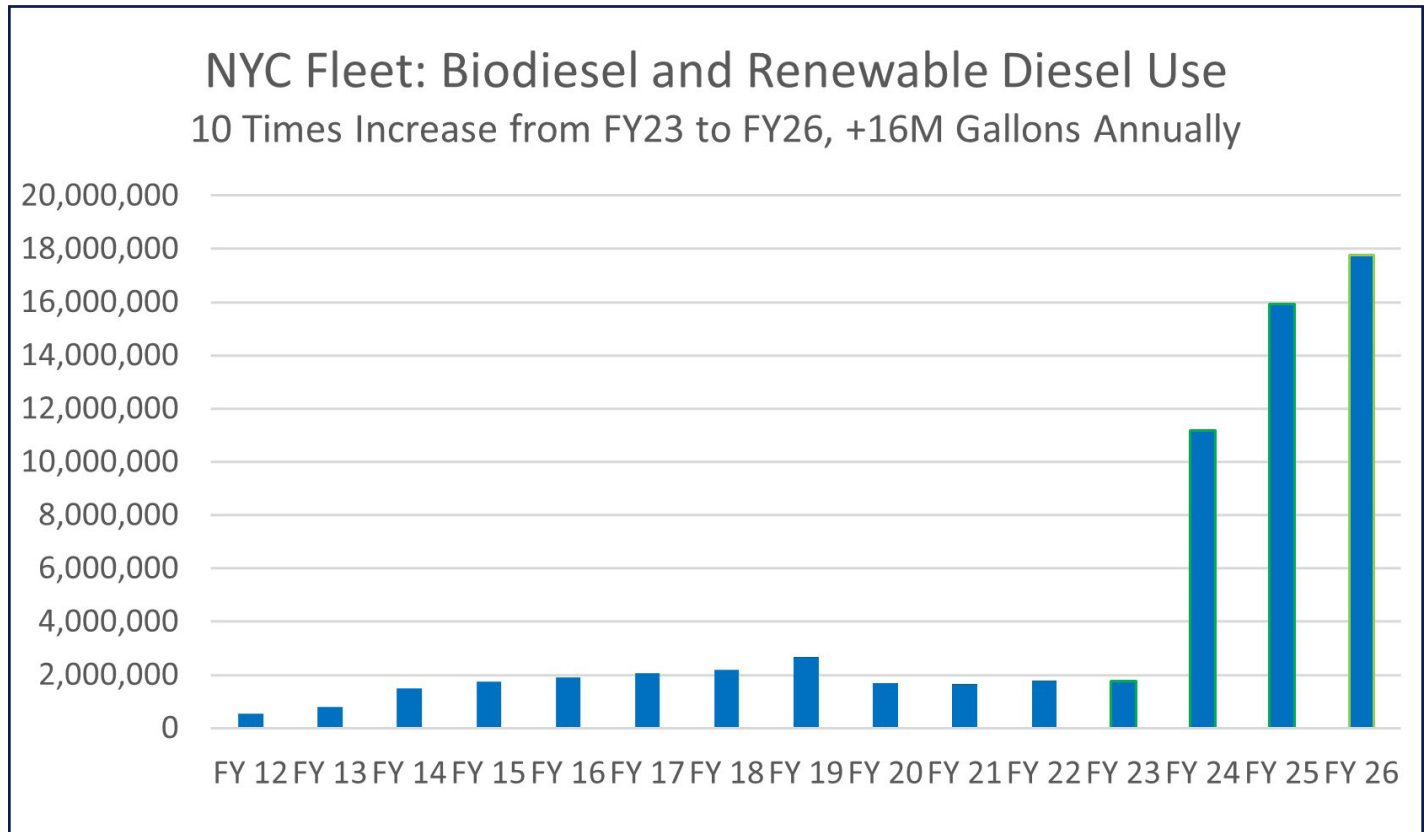
NYC Fleet EV Charging Network as of August 2026



Total 2,606 Electrical Charging Ports

-  1,778 Level 2 Charging Ports
-  155 Solar Carports +  6 Solar Public Charging = 161 Total Solar Carports
-  416 DC Fast Chargers +  16 DC Fast Public Charging = 432 Total DCFCs
-  15 DOT Municipal Level 3 Chargers
-  75 DOT Municipal Level 2 Chargers
-  118 DOT Level 2 Curbside Chargers
-  11 Mobile Chargers

Biofuels



Renewable Diesel: In 2018 and 2019, DCAS implemented a successful demonstration [project](#) of nearly one million gallons of renewable diesel. Renewable diesel is a biofuel produced from waste and farm feedstocks including used cooking oil, waste animal fats, soybean and corn oil. Renewable diesel is produced through hydro-treating and meets the specifications for regular diesel (ASTM 975). Renewable diesel reduces greenhouse gas emissions 60 percent or more.



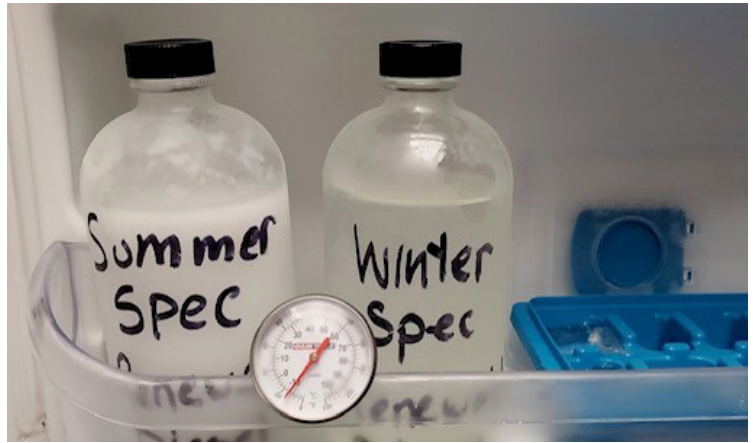
In 2019, DCAS announced it would pursue a full rollout of renewable diesel for the city fleet. Up until that point, almost all renewable diesel was used in California and the West Coast of the United States where policy called Low Carbon Fuel Standards helped create a market for the low carbon fuel.

DCAS was able to establish a contract for renewable diesel and announced that it had [transitioned](#) all in-house fuel operations for all agencies to renewable diesel by June 2024.

Fleet Transition to Renewable Diesel:

DCAS is using renewable diesel for all trucks including plow trucks and emergency trucks from FDNY and NYPD.

Using the arctic blend of the fuel in the winter, DCAS has been able to transition completely to renewable diesel even through the winter. Renewable diesel has now powered NYC fleet through three complete winters.



Renewable diesel is also being used for off-road equipment.

DCAS is implementing 100 percent biofuel, a blend of 95 percent renewable diesel and 5 percent biodiesel. DCAS has now successfully implemented over 50 million gallons of renewable diesel.

Use of Renewable Diesel in Vessels: Renewable diesel is also a viable fuel for powering the city's boating vessels. In partnership with NYC DOT, DCAS tested over 1 million gallons of renewable diesel with the Staten Island Ferry operations. In June 2025, DCAS and DOT [announced](#) that all 7 vessels of the Staten Island Ferry program had transitioned fully to 100 percent renewable diesel.

DCAS is also working with other agencies that operate vessels including the Economic Development Corporation and NYC Ferry, Fire Department, Police Department, Department of Environmental Protection, and Parks. Parks has completed the transition to renewable diesel for its marina vessels and all other agencies are in the process of transitioning.



Renewable Diesel: No Color and No Smell: Renewable diesel is a clear liquid with no smell. Renewable diesel eliminates harmful and carcinogenic aromatics such as benzene.

NYC employs over 20,000 commercial fleet operators at agencies including DSNY, DOT, DEP, Parks, Correction, NYPD, and FDNY.

As per the State of California EPA, RD will achieve a 12% to 33% reduction in tailpipe emissions including particulate matter, carbon monoxide, hydrocarbons and NOx.

Renewable Diesel: Same Feedstocks but Better Operability than Biodiesel: The city began use of biofuels in 2005 at NYC Parks through a donation and test of 100 percent biodiesel (B100) in a set of Staten Island Parks garbage trucks.

Biodiesel is sustainable and renewable fuel made from the same feedstocks as renewable diesel and can reduce greenhouse gas [dramatically](#).

Biodiesel is manufactured to a different specification than regular diesel. The ASTM standard for B20 is [ASTM 7467](#). Biodiesel can degrade more quickly than regular diesel fuel, gels up in cold weather, and can react negatively to various types of materials and components.

Biodiesel is normally used in blends of 5, 10, or 20 percent with regular fossil diesel fuel. Use of biodiesel was successful for DCAS and biodiesel was employed in over 520 million gallons of fuel. Biodiesel use has also been required by law for the city [fleet](#) and also heating oil.

Unlike biodiesel, renewable diesel allowed the use of biofuels to fully replace fossil diesel.

Renewable Diesel and Heating Oil: DCAS has used biodiesel in both fleet and heating oil for over 15 years. In any given year, 20 to 25 million gallons of heating oil, or more, can be used to heat city buildings. More diesel is used for heating oil than transport fuel by city government operations.

DCAS' Fleet Management and Division of Energy Management Lines of Service have begun initial investigation and testing of the potential to use renewable diesel as a heating oil that can fully replace fossil heating oil.

NYC Government Use of Biofuel Blends			
FY	Blended Gallons for Government Buildings (1)	Blended Gallons for Government Fleet	Total
13	31,736,530	11,925,594	43,662,124
14	35,457,127	14,080,534	49,537,661
15	35,554,585	15,597,826	51,152,411
16	22,669,030	15,281,204	37,950,234
17	23,792,071	15,780,318	39,572,389
18	27,412,541	15,698,806	43,111,347
19	25,955,047	14,596,581	40,551,628
20	20,354,876	13,305,898	33,660,774
21	23,145,725	13,792,271	36,937,996
22	25,699,426	14,219,288	39,918,714
23	21,256,343	13,848,141	35,104,484
24	19,583,677	14,604,008	34,187,685
25	20,919,648	15,927,795	36,847,444
Total	333,536,625	188,658,265	522,194,890
(1) Total fuel use determined by winter temperatures; Prepared by DCAS Fleet			

Sustainable Aviation Fuel (SAF): DCAS has also begun discussions with NYPD about use of sustainable aviation fuels ([SAF](#)) to power the city's helicopters. SAF is used as a low carbon fuel extensively throughout the aviation industry.

Commodity Pricing for Renewable Diesel in NY Harbor: When DCAS began the renewable diesel initiative, there was no supply or pricing established in NY harbor. The first DCAS contract relied on LCFS factors from California to develop and update renewable diesel fuel pricing.

DCAS has worked in partnership with Argus, which is in contract with DCAS for fuel pricing and information. In March 2025, Argus [announced](#) the establishment of commodity pricing for renewable diesel. DCAS' second renewable diesel contract, for barge fuel, relies on this index.

Challenges: DCAS has implemented the largest program of renewable diesel use east of the Rocky Mountains in the United States.

- **Supply and Cost Challenges:** In California, LCFS policy creates an extensive market for renewable diesel and cost parity with fossil diesel. New York state does not yet have an LCFS at this time although the State Senate has passed this type of legislation.

DCAS does pay a cost increment for renewable diesel. This cost increment does not exist in California. The DCAS program is critical to ensure supply of the fuel in the region.

- **Technical Transition for Heating Oil and Renewable Diesel:** Renewable diesel has been used extensively in California for fleet vehicles and vessels. DCAS worked with NYS DEC and FDNY to permit the fuel for NYC use, but this was based on extensive experience on the West Coast.

Renewable diesel has not commonly been used for heating oil anywhere in the United States.

DCAS will be among the lead innovators in this area. DCAS is working on proving the compatibility and safety of the fuel with existing heating oil burner systems and tanks.

Fleet Efficiency

Improving efficiency of use and design is a critical goal for DCAS and applies equally to all fuel approaches including biofuels, electricity, and fossil fuels.

Hybrid Vehicles: DCAS currently employs 4,919 hybrid (HEV) vehicles in the city fleet. DCAS' goal is to electrify all fleet units through plug in technology. However, plug in units are not ready for some operations.

For example, DCAS and NYPD are testing different vehicle models as plug in units. However, available EV models and charging and backup power needs do not yet allow widespread electrification.

In October 2025, NYPD and DCAS announced a major 1,000 hybrid vehicle procurement for NYPD. Hybrids reduce fuel and maintenance costs and improve resiliency until plug-in models can be developed. Most police departments in the United States have not yet implemented hybrids.



Combining Alternative Fuel Approaches with FDNY Ambulances:

DCAS and FDNY have worked together to implement four distinct alternative fuel improvements to reduce emissions, noise, and maintenance for the city's ambulances.

Each ambulance is outfitted with an alternative power unit (APU) battery that is plug-in eligible. These APUs power the vehicle during idling periods, reducing fuel use, noise, and engine wear. This initiative began with a Local [Law](#) in 2013.

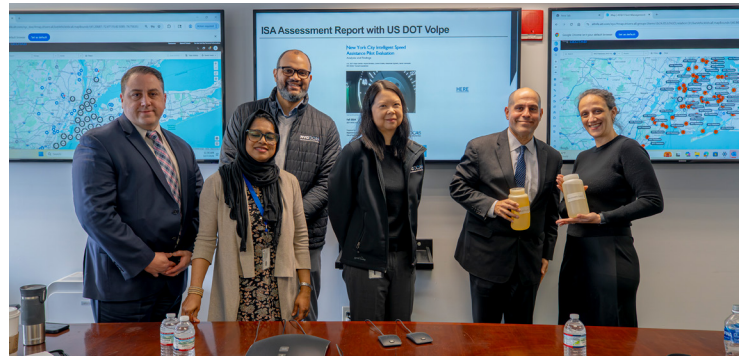
There are limited opportunities for emergency medical technicians (EMTs) to plug in electric APU batteries. FDNY has installed solar panels on the roof of the ambulances to provide additional electric power to support the regular vehicle battery and the APU battery.

In addition to the APU battery and the solar panels, each ambulance uses renewable diesel and also employs a diesel particulate filter (DPF) which is required by federal law and also local [law](#). The DPF reduces tailpipe emissions. All four of these approaches work together to lower ambulance emissions and increase vehicle efficiency.

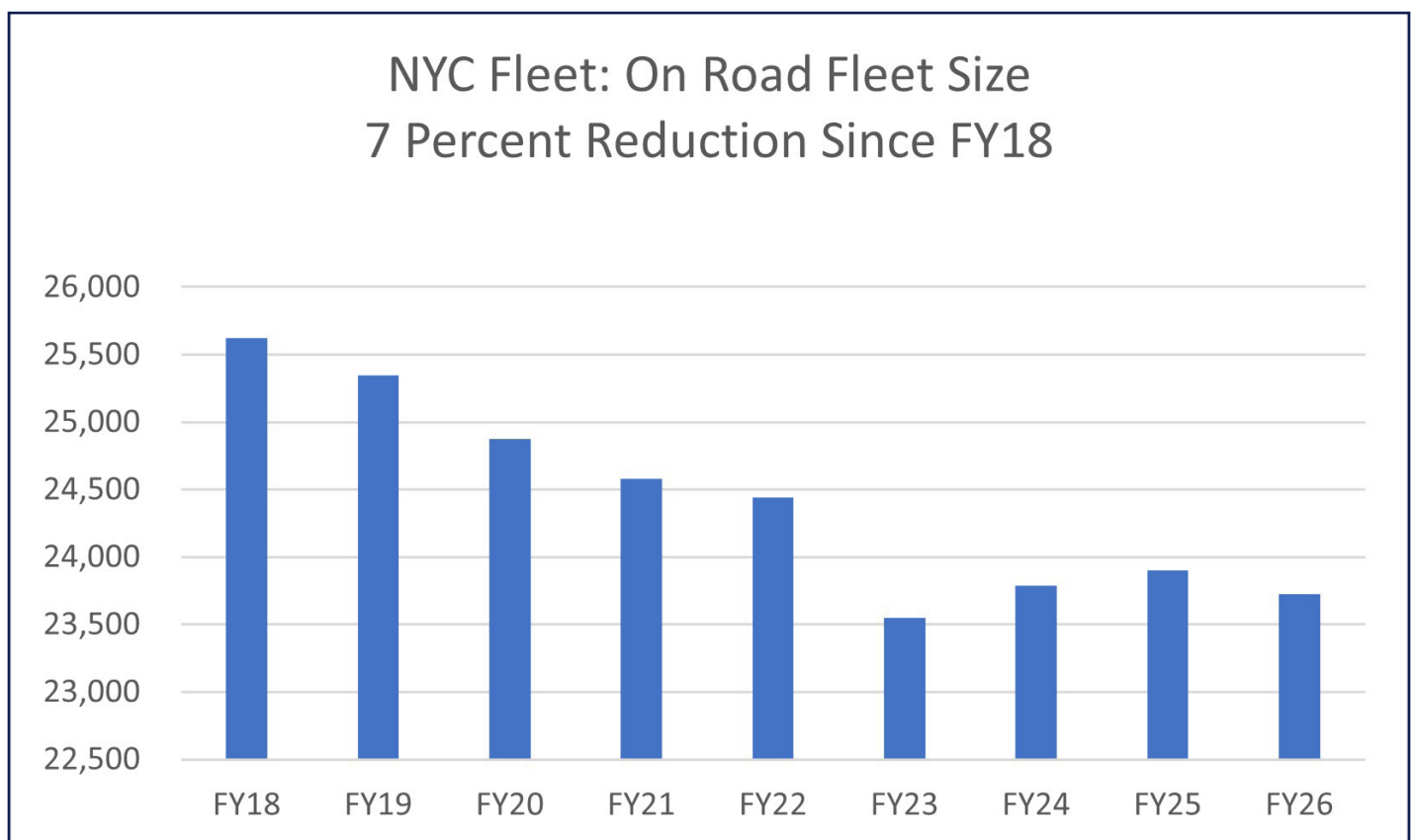


DCAS will be working with the Department of Correction on a similar program with Correction buses.

Fleet Reduction: In [2019](#) and [2022](#), mayoral initiatives were launched to reduce the size of the city fleet. DCAS has implemented the nation's largest live tracking initiative for city fleet vehicles, called the Fleet Office of Real Time Tracking (FORT). DCAS monitors 29,000 vehicles live each day.



DCAS uses FORT tracking to reduce fleet size and regularly monitors fuel usage and requests for fleet increases. Since FY18, overall fleet size has been reduced by over 2,200 vehicles. Any fleet increase request must be justified by existing fleet use patterns and must be proposed as fully electric.

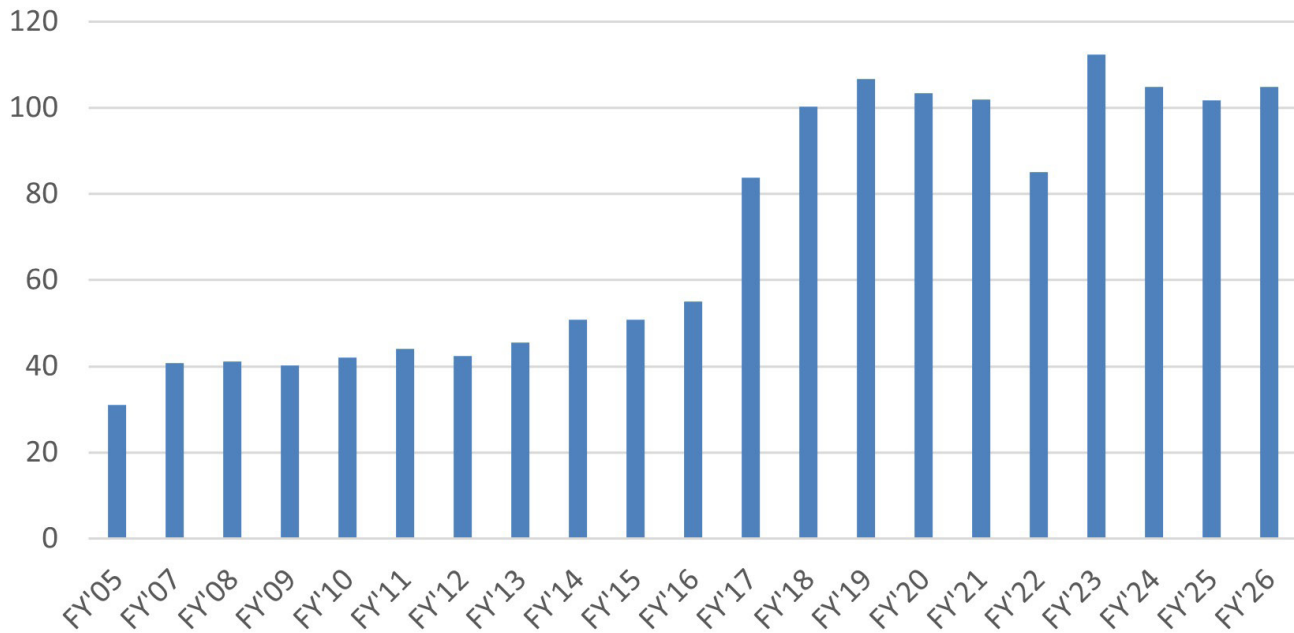


A core aspect of fleet reduction has been reducing the number of employees who are authorized to commute home with city vehicles. From 2019 through 2025, DCAS has reduced commuter numbers by over 1,100 city workers, over 34 percent.

EPA and Real Time Fuel Efficiency: Through NYC Local Law, DCAS reports on the EPA and use based fuel economy of the city fleet. In February 2026, DCAS published its latest Local Law 75 [report](#).

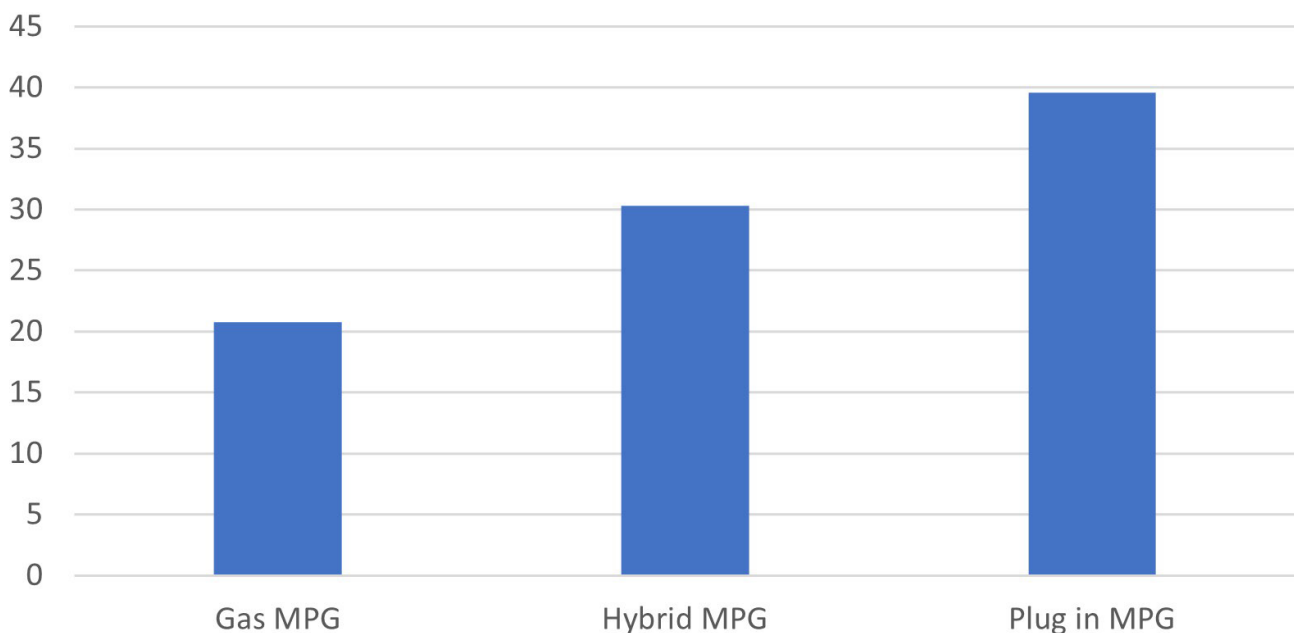
DCAS continues to achieve over 100 miles per gallon (MPG) in EPA fuel economy for light duty vehicles. This is the equivalent of the federal corporate average fuel economy (CAFE) standard.

NYC Fleet: EPA Fuel Economy: 8 of 9 Years Over 100 Miles Per Gallon (MPG)



DCAS also studies actual fuel economy in real traffic conditions for hybrids and plug in hybrid vehicles. Across 23 million miles, DCAS found that hybrids outperformed gas vehicles in fuel efficiency. Plug in hybrids also outperformed hybrids, even with the challenges we face to ensure proper charging.

NYC Local Law 75 Fuel Economy for Light Duty Fleet Units



Down-sizing: Through Executive Orders 41 of 2019 and 53 of 2020, DCAS is working to reduce sports utility vehicle (SUV) purchases. SUVs, especially with 4x4 traction, are operationally necessary for many assignments including DSNY snow emergencies, NYC Parks off-road and beach operations, and DEP off-road site management. In addition, 7-seat SUVs are used in specialty assignments in law enforcement.

Since FY19, DCAS has reduced total SUVs, outside the NYPD, 276, or 17 percent, and moved to sedan models. In the last seven years, DCAS has also reduced procurement of large 7-seat SUVs by 77 percent compared to the previous seven years.

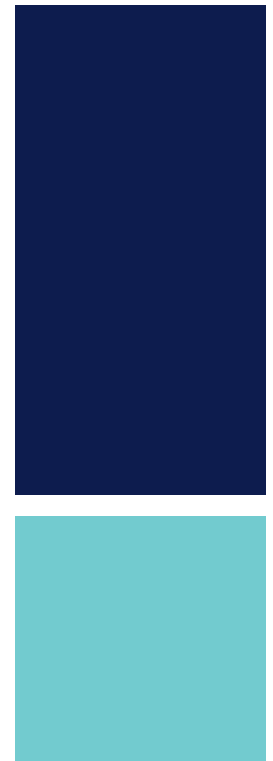
Both [Ford](#) and [General Motors](#) have transitioned away from supplying sedan models of police cars. As a result, NYPD is transitioning to hybrid SUVs, mostly the Ford Hybrid Interceptor.

Car and Fleet Share: DCAS continues to adopt fleet and car sharing to more efficiently allocate fleet assets focused on non-emergency light duty units.

DCAS has offered city agencies a car share contract with Zipcar since 2012. In 2025, 15 agencies and offices made use of car share services with a total of 24,377 reservations.

DCAS also continues to share city-owned fleet units through fleet share. In May 2025, DCAS transitioned to a new supplier of fleet share technology, called Fleetster. Currently 150 vehicles from DCAS, NYC Parks, DEP, DOC, DOT, and ACS share city owned fleet units using fleet share technology.

DCAS offers a citywide share program of 92 vehicles including 78 all-electric Chevrolet Bolts that are available to all agencies. Over 1,000 employees from 12 agencies and offices have access to the DCAS shared fleet. In 2025, these shared units were used over 7,000 times.



Challenges: Market and technology limitations have impacted DCAS' efficiency initiatives.

- ***Diesel Hybrids Not Effective:*** DCAS has invested in multiple versions of hybrid diesel, hybrid truck, and start-stop technology. DCAS did not achieve the expected fuel economy benefits and has not continued these efforts.
- ***Fleet Share Technology is Limited:*** DCAS has now implemented its third switchover of fleet share technology as the first two vendors abandoned the product. In each case, the fleet share program decreased in scale.

Fleet share offers enormous promise for fleet efficiency.

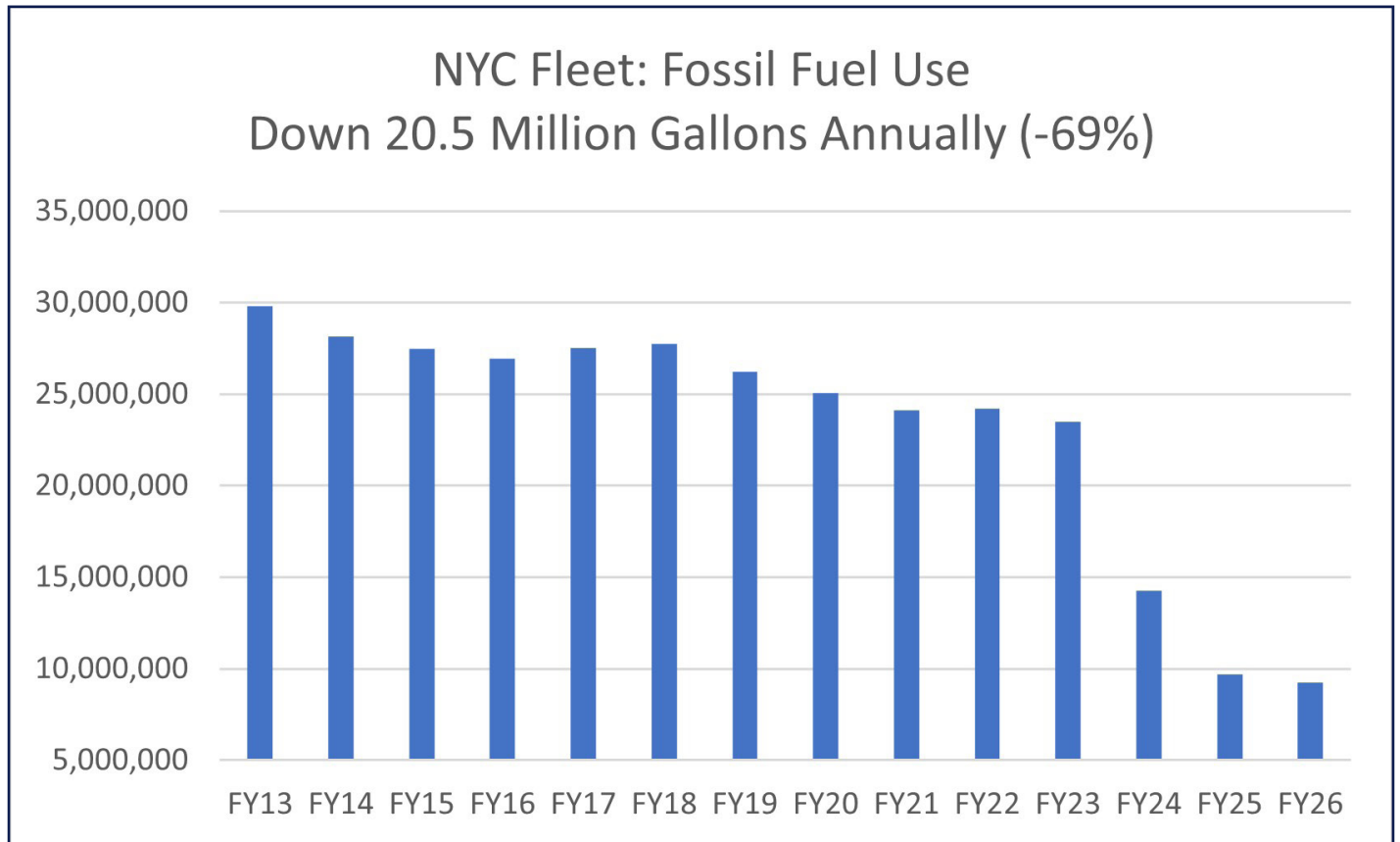
- ***Need for Further Advance in Alternative Fuel Police Cars:*** As discussed, major manufacturers have eliminated most sedan police models. In addition, no manufacturer has brought a viable PHEV police car model to market. Additional BEV and PHEV police cars will be needed to fully electrify the city's law enforcement fleets.

Fuel Use and GHG Reduction

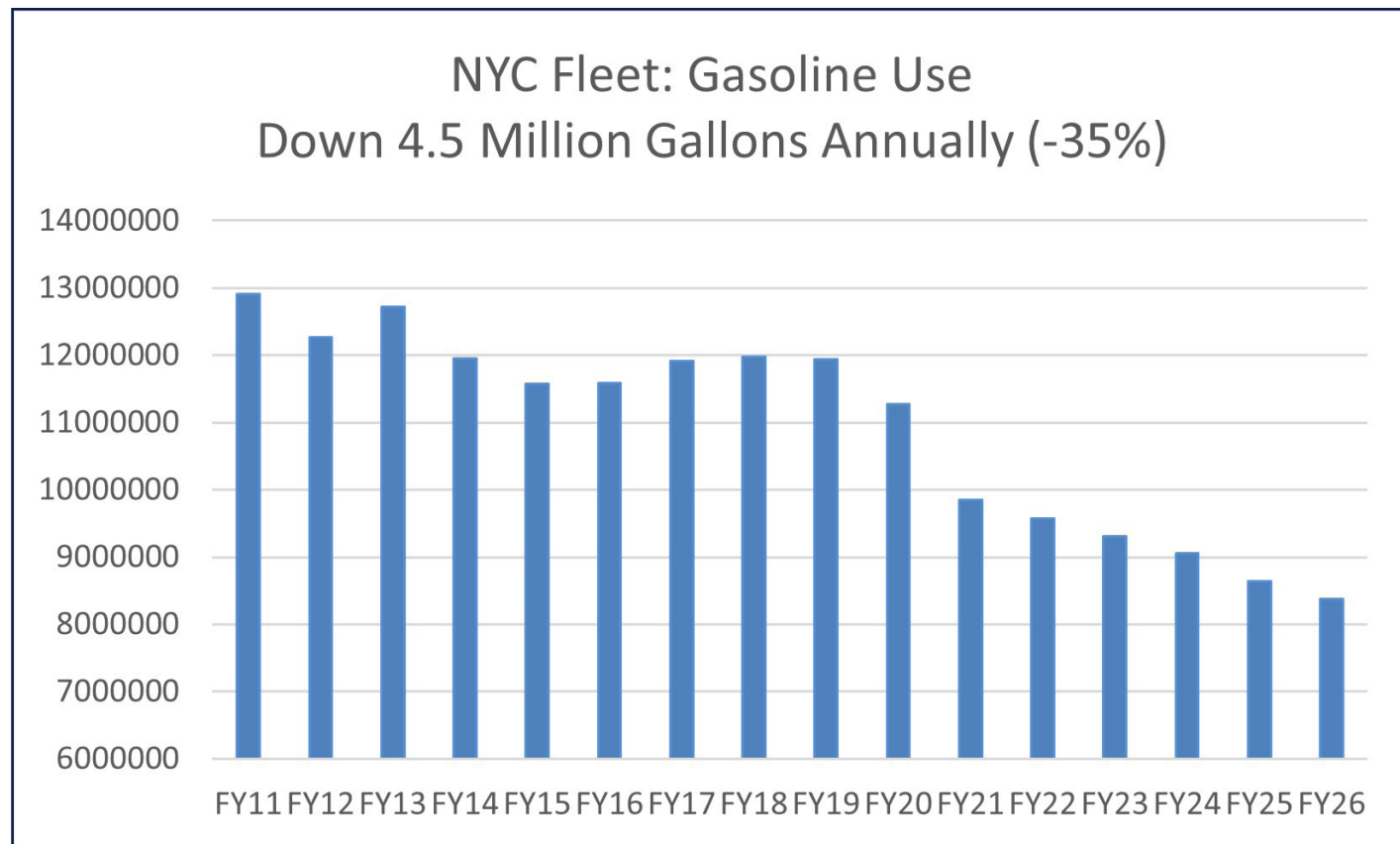
The three strategies of electrification, biofuels, and efficiencies are all aimed at reducing fossil fuel use and greenhouse gas emissions from the fleet.

DCAS reports on fuel use performance in the Fleet Section of the Mayor's Management [Report](#) (MMR).

Fossil Fuel Reduction: Through renewable diesel implementation, DCAS has now reduced 20.5 million gallons, or 69%, of fossil fuel use for fleet since FY13.



The reduction includes 4.5 million gallons, or 35 percent, of gasoline use. Electrification and hybrids have a greater immediate impact on reduction of gasoline use since our electrification program remains focused on light and medium duty units which mostly use gasoline.



Greenhouse Gas Inventory: The Mayor's Office of Climate and Environmental Justice publishes the city's Greenhouse Gas Inventory. This report includes city's fleet emissions. Fleet emissions include the city's on-road vehicle fleet, off-road equipment, water-borne vessels and aviation program. The inventory includes fleet use of gasoline; ethanol which is 10 percent of gasoline by law; diesel; biodiesel and renewable diesel; and electricity.

Through FY24, DCAS had achieved a 46% reduction in greenhouse gas emissions including fleet, vessels, and aviation.

In FY25, DCAS achieved additional gasoline use reductions through electrification. DCAS also used more than 4 million additional gallons of renewable diesel. DCAS will surpass 50x25 when the FY25 report is published by the city.

DCAS committed to 50x25 first in 2015 in the first NYC Clean Fleet Plan. DCAS also committed to 80x35.

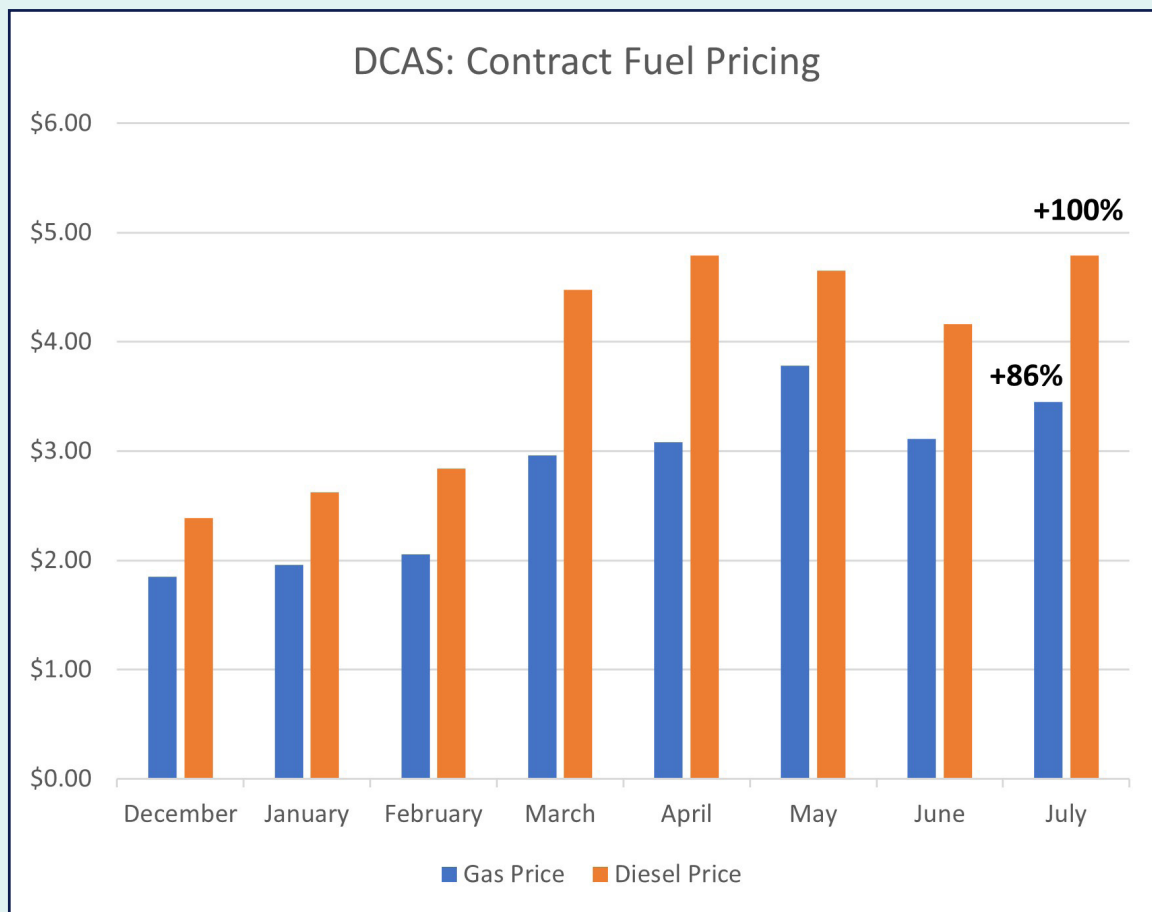
Challenges: This report has discussed many challenges impacting the city's clean fleet strategies. Some broader challenges include:

- **High Fuel Prices Can Both Motivate and Complicate Fuel Efficiency Efforts:**

In early 2026, DCAS contracted fuel pricing has doubled for diesel, and increased dramatically for gasoline. This mirrors national trends and results from federal policy.

DCAS has [examined](#) fuel and electricity trends over the last ten years and electricity offers more stable price trends.

However, in the short term, these high fuel prices can create budgetary pressures that restrict alternative fuel investment.



- **Broader Regulatory Policy and Trends Will Impact the DCAS Sustainability**

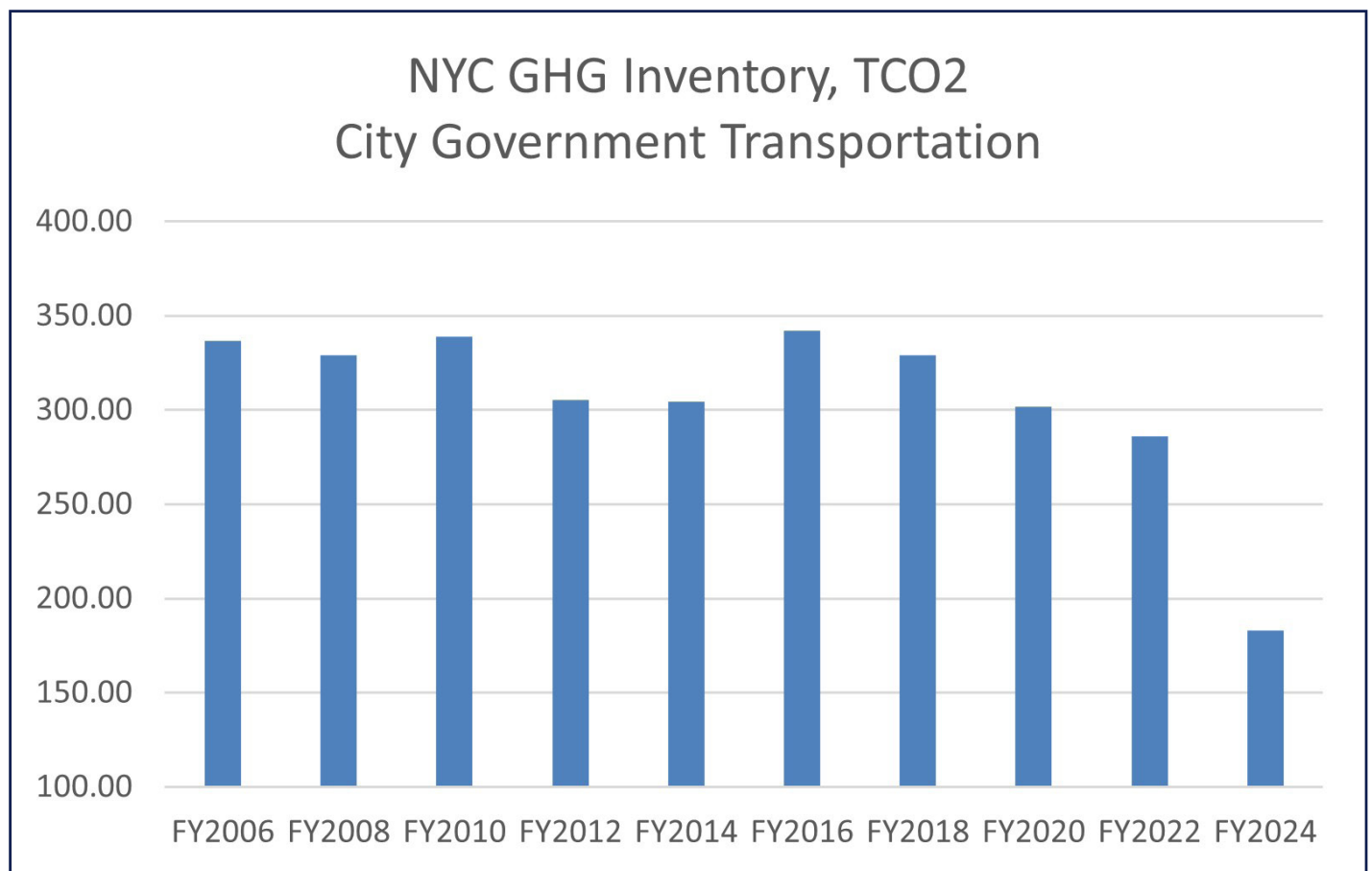
Initiatives: DCAS does not manufacture its own vehicles or fuel and is subject to government regulations and market constraints that impact its ability to implement these goals.

Policy challenges can include reduced investment in EVs, reduced federal support for biofuels, or changes to GHG inventory methodologies involving electric vehicles or biofuels.

Alternatively, policy can support these efforts as the federal EV tax credit had achieved before its expiration. A low carbon fuel standard in New York state could transform both the electric vehicle and biofuels marketplaces.

GHG Inventory Report for City Fleet, FY06 to FY24:

AC ↓	FY 2006			FY 2024		
	Consumed	GHG[tCO ₂ e][100yr GWP]	Source Energy [MMBtu]	Consumed	GHG[tCO ₂ e][100yr GWP]	Source Energy [MMBtu]
Transportation	137.1M	336.8K	4.8M	123.0M	183.1K	4.1M
Diesel (liter)	78.3M	211.0K	2.9M	38.1M	103.2K	1.4M
Gasoline (liter)	51.8M	122.6K	1.7M	31.9M	75.4K	1.1M
Biodiesel (liter)	0.0	0.0	0.0	43.9M	52.2	1.5M
Ethanol (liter)	6.0M	641.9	134.7K	3.5M	380.5	79.8K
Electricity (kWh)	0.0	0.0	0.0	4.7M	1.6K	40.0K
Jet fuel (liter)	962.2K	2.5K	34.7K	950.6K	2.5K	34.2K
Total	137.1M	336.8K	4.8M	123.0M	183.1K	4.1M



Moving Forward

The next major benchmarks for the New York City fleet sustainability program will be 80x35 and Local Law 140 targets of an all-electric light and medium duty fleet by 2035 and fully electric on-road fleet by 2038.

Local Law 140 includes exemptions in cases where vehicle models or sufficient charging and backup power are not available. DCAS will be working on a series of initiatives to achieve these goals.

Promoting Sustainable Modes of Transit:

DCAS will expand existing initiatives in fleet and commuter reduction, fleet share, and fleet use optimization to ensure the city has the number of vehicles it needs. DCAS will also expand alternatives to fleet use including subway and bus use, bicycles, and cargo bikes.

Expanded Electrification:

Acceleration of fleet electrification will be the key initiative as DCAS pursues 80x35. DCAS estimates that gasoline use must be reduced by 40 to 50 percent to achieve 80x35. DCAS will implement at least 12,000 EVs by 2035. DCAS will also expand the NYPD hybrid fleet and work with DOC to implement APU systems for Correction buses.

Expanding the EV Charging Network: DCAS will continue to expand the EV charging network with goals of 1,776 fast chargers and 5,000 total in-house chargers by 2035.

Most DCAS fast chargers are 62 kW today. DCAS plans to implement 150 kW chargers starting in 2027. DCAS will also test new types of charging practices including wireless charging, vehicle to grid approaches, and additional options for battery storage.

Introduction of New Alternative Fuel Models including Extended Range Electric Vehicles (EREV):

In the Clean Fleet Transition Plan Update report, DCAS and US DOT Volpe discuss the onset of EREV units. EREVs are electric vehicles that employ a backup generator to recharge the main EV battery. EREVs hold the prospect of enabling some EVs to plow, tow greater amounts, and solve other operational challenges including high miles applications.

Continued Growth of Medium and Heavy Duty Fleet Electrification:

In the last five years, DCAS has rolled out or ordered 1,100 medium or heavy duty EVs.

The medium duty units have been well received and are already fully engaged in city operations. The heavy-duty trucks EVs are still in early testing and evaluation stages.

Once viable and cost-effective medium duty EV pickups and vans came onto the market, it took DCAS just five years to scale up their use. DCAS looks for a similar path for heavy duty EVs and is committed to expanding EV truck implementation.

Electrification of Off-Road, Construction and Horticultural Equipment:

The city fleet includes thousands of off-road equipment pieces such as tractors, loaders, and forklifts. Agencies also use two- and four-cycle horticultural equipment units like lawn mowers, chain saws, and snow blowers.

The Clean Fleet Transition Plan Update reviews potential electrification of construction equipment and offers case studies of early efforts.

DCAS is working with the Mayor's Office of Climate and Economic Justice (MOCEJ) on a task force to explore and expand off-road construction fleet electrification.

NYC Parks is leading agency efforts to introduce electric horticultural equipment. DCAS will expand those efforts to additional agencies.

Expansion of Biofuel Implementation:

Zero emissions are the primary goal for DCAS sustainability efforts.

However, there are many areas where zero emissions will not be achievable for years to decades. Snow plowing is one example.

DCAS will work to expand biofuel use including renewable diesel use to the remaining vessel programs of the city and will explore use in aviation including helicopters.

DCAS Fleet Management will also work with DCAS Division of Energy Management, the NYC Department of Buildings, and other stakeholders to replace fossil heating oil with biofuels.

Partnering Far and Wide: For 37 years, NYC has hosted a fleet and equipment show with NYC Parks and DCAS. The show gives vendors and agencies a chance to show off the latest in green and safe technologies.

These partnerships are more critical today than ever as critical headwinds exist in continued progress toward sustainability. Mayoral Executive Order 53 calls for DCAS to promote the safe and electric Fleets of the Future. To achieve this, DCAS will partner with public sector and private fleets and manufacturers who are committed to continued investment in clean and efficient vehicles and technologies.

In May 2026, DCAS launched a partnership with Los Angeles County (LAC) to advocate for electric and clean fleet implementation. DCAS and LAC will meet together with manufacturers, advocates, and other Cities and fleets to advance our common EV goals.

DCAS will also continue to publish reports outlining the real-use operations of alternative fuel and lower emission approaches.

Conclusion

In 2015, New York City announced its intention to lead the nation and the world in cleaning its fleet emissions and reducing greenhouse gas emissions from fleet. DCAS operates the largest municipal fleet in the United States and one of the most complex with 190 types of on and off-road fleet unit. These fleet units support the daily provision of essential public services. The city committed to 50 percent greenhouse gas reduction by 2025 (50x25) and 80 percent by 2035 (80x35). Led by DCAS, the city embarked on a three-part strategy to reduce fleet emissions:

1. Electrify the fleet as quickly as possible;
2. Replace diesel fossil fuel with diesel biofuels including biodiesel and renewable diesel;
3. Implement continued efficiencies including fleet reduction, hybrids, and fleet sharing.



Eleven years later, DCAS has maintained a relentless focus on each of these three initiative areas and has achieved the first major benchmark of 50x25 for reducing GHG emissions from fleet. In doing so, DCAS has established a model of fleet sustainability that can guide public, private, and non-profit fleets throughout the nation.

Acknowledgements

Clean Fleet Update 2026 Prepared by NYC Chief Fleet Officer and
DCAS Deputy Commissioner Keith Kerman

Thanks to:

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Deputy Chief Fleet Officer Tamika Johnson

Executive Director of Fleet Operations Harris Kaplan

Executive Director of Sustainability Paris Apollon

Sustainability Coordinator Fiona Crisp

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Deputy Assistant Commissioner / Deputy ACCO Masha Rudina

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