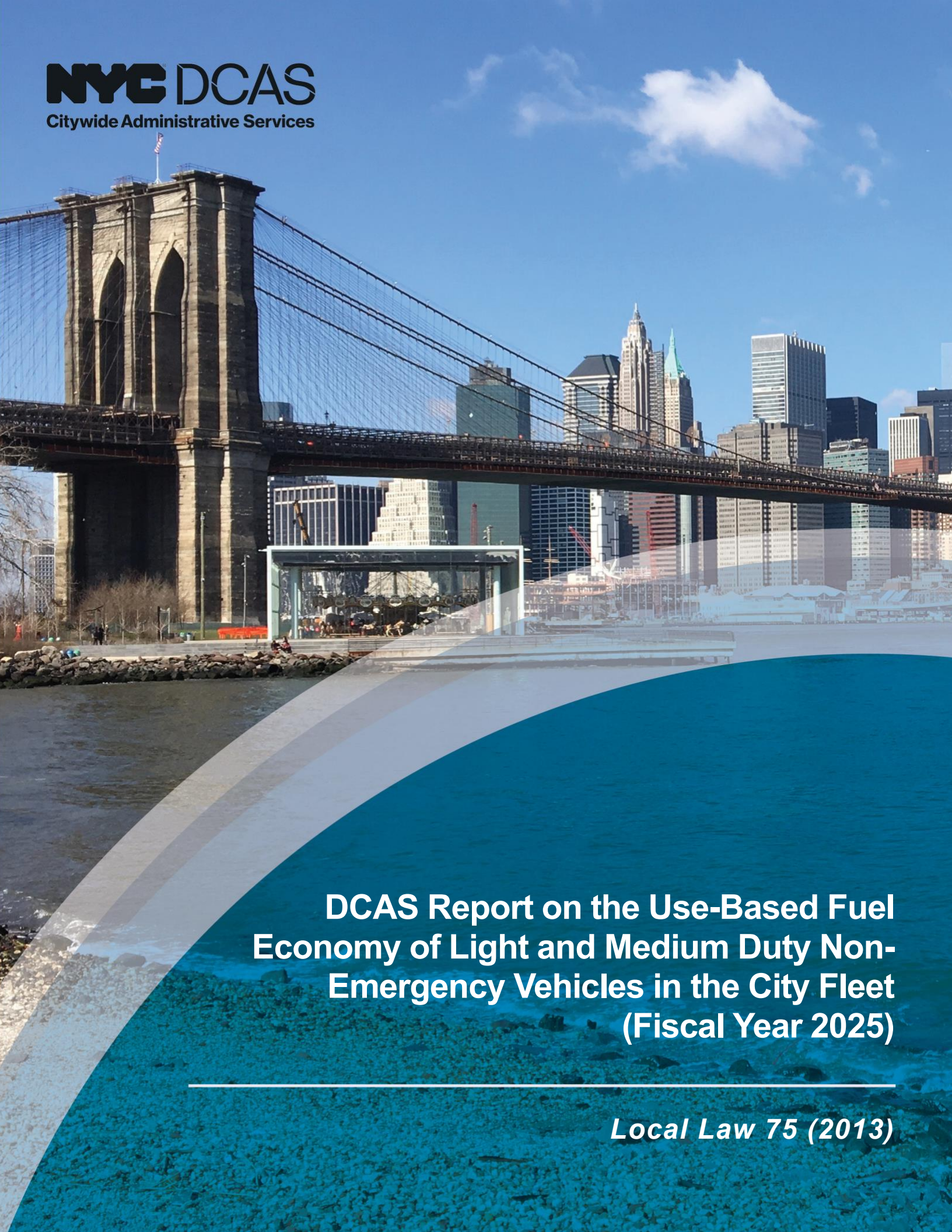


The background of the cover is a photograph of the Manhattan Bridge in New York City. The bridge's stone towers and suspension cables are prominent on the left side. In the background, the dense skyline of Lower Manhattan is visible under a clear blue sky with a few wispy clouds. A small, modern glass structure is situated on the riverbank in the foreground. A large, semi-circular graphic element in shades of blue and white curves across the bottom right of the page, framing the title text.

DCAS Report on the Use-Based Fuel Economy of Light and Medium Duty Non- Emergency Vehicles in the City Fleet (Fiscal Year 2025)

Local Law 75 (2013)

Summary

In 2013, the New York City Council passed Local Law 75 regarding the use-based fuel economy of the city's non-emergency light and medium-duty vehicles.

The Department of Citywide Administrative Services (DCAS) currently reports on the Environmental Protection Agency (EPA) certified manufacturer's listed miles per gallon (MPG) as part of Local Law 38 of 2005, which governs the purchase of new light and medium-duty vehicles.

Local Law 75 of 2013 requires the reporting of the actual "use-based" fuel economy of city vehicles, as impacted by weather, traffic, use of A/C and heaters, idling, and other road and operational conditions such as plowing and towing.

In 2013, DCAS did not have the reporting capacity to provide use-based fuel economy in the manner required by the law. As part of Mayoral Executive Order 41 of 2019, DCAS added live telematics tracking for all on-road city vehicles. This initiative is managed through the DCAS Fleet Office of Real Time Tracking (FORT). Telematics devices can read fuel consumption and miles usage directly from the vehicle computer.

The telematics complement the tracking through the city's fleet management system, NYC Fleet Focus, and fuel management systems both in-house and contracted (WEX) to supply data for this report. Many system and operating issues can impact fuel economy reporting, including storm and emergency use of fleet, short term disconnects of telematics tracking, gas can use by fleet operators, and incorrect odometer readings entered by fleet operators or mechanics. DCAS has also begun the process to replace the existing and outdated fuel management system for in-house fuel sites.

For this year's report, DCAS has revised the methodology for FY25 and FY24 to remove from the report some vehicles for which fuel economy tracking may be impacted by these issues.

Following recommendations in a November 2025 New York State Comptroller [report](#), DCAS will work to add vehicles including from emergency services and trucking in future editions of the Local Law 75 report. These vehicles are not part of the Local Law 75 requirements.

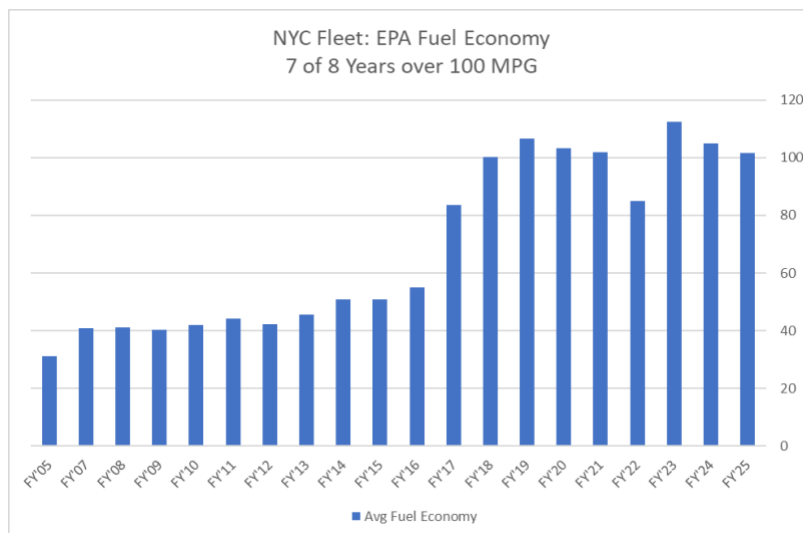
Key results:

- **Upgrading the DCAS Fuel Tracking System:** The DCAS internal fuel monitoring system supports the use-based reporting under this local law. Originally installed in 2013, the fuel monitoring system has had operating issues and requires an upgrade. Over two years ago, New York City Police Department (NYPD) completed an upgrade of their previous Fuel System to NYC Fuel Focus through Assetworks.

DCAS has now completed a contract to do the same for the fuel sites at NYC Parks, Department of Corrections (DOC), Department of Transportation (DOT), and Department of Environmental Protection (DEP). Installation is complete at DOC and is expected to begin in winter 2026 for the other agencies and be completed by end of FY26. Fuel Focus will be fully integrated with NYC Fleet Focus by Assetworks which is the DCAS Fleet Management System. This integration will improve reporting of fuel and mileage data for these agencies. Data integration across fuel, fleet, and telematics systems is a challenge in this type of use-based fuel economy reporting.

- Achieving EPA Fuel Economy Over 100 Miles per Gallon (MPG) for 7 of 8 Years:** For the seventh time in eight years, DCAS achieved a Corporate Average Fuel Economy (CAFE) of over 100 MPG for new light-duty vehicles. The average EPA fuel economy of new light-duty units, as reported in Local Law 38 of 2005, was 102 miles per gallon in FY25.

For comparison, the federal government has [proposed](#) reducing CAFE targets nationally to a goal of 34.5 MPG through 2031.

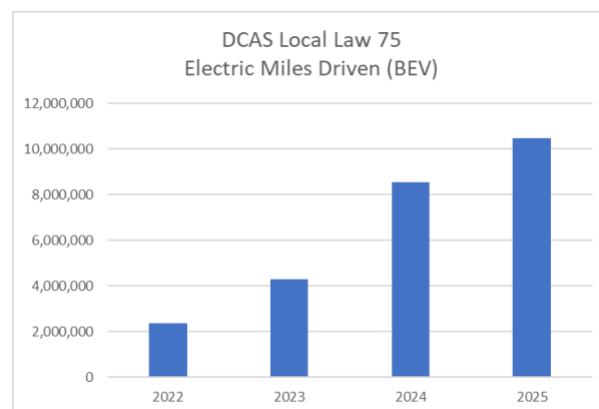


The city fleet has been outperforming the 34.5 MPG standard for nearly 20 years, since FY07. This reporting and the city's fleet procurement strategy make clear that dramatically higher fuel economy is available and achievable in the vehicle marketplace.

- Further Increases in Battery Electric Vehicle (BEV) Use:** DCAS currently operates the largest electric fleet (5,750+) and Electric Vehicle (EV) charging network (2,400+ ports) in New York.

In FY22, DCAS reported over 2.3 million miles of use with the 1,333 all-electric battery electric vehicles BEV included in Local Law 75 reporting.

In FY25, DCAS is reporting over 10.4 million miles across 2,156 all-electric vehicles, more than 4 times the FY22 report. The fleet is both employing more BEV vehicles and using each for more miles as battery range has greatly improved from early EV models.

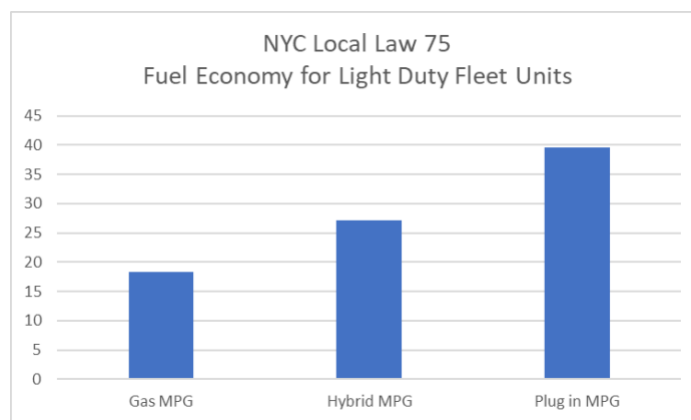


In 2025, DCAS [published](#) a study of EV battery operations across over 6 million miles of use.

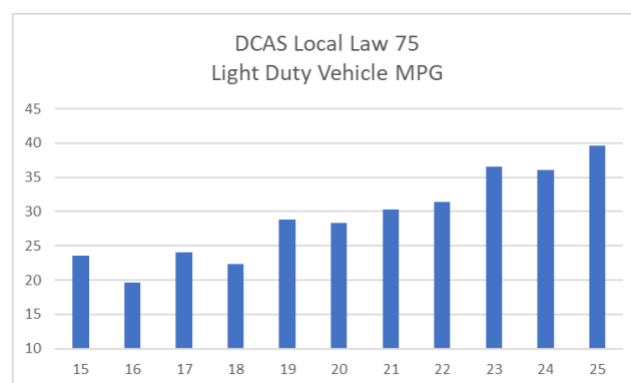
- Hybrid and Plug-in Hybrid Light Duty Vehicles Achieve Dramatically Better Actual Fuel Economy than Gasoline Units:**

The FY25 reports includes light duty vehicle tracking for 698 gas units, 1,609 hybrid units, and 1,496 plug-in hybrid units. In total, over 23 million miles are tracked and reported for these units.

Use-based fuel economy goes up clearly for each stage of technology: 18.25 MPG for gas; 27.17 for hybrids; and 39.56 for plug-in hybrids. Electric technologies continue to show their effectiveness in improving fuel economy in actual use.

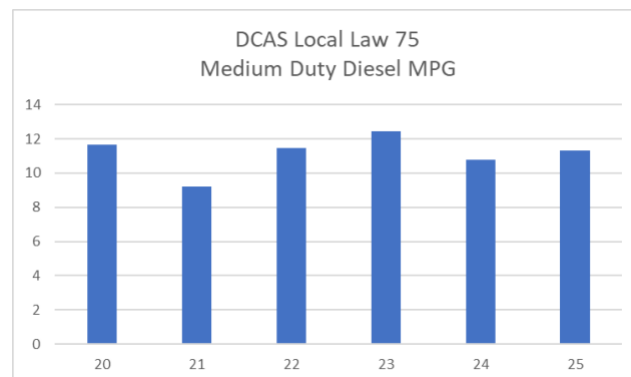


- Record Light-Duty Actual Use-Based Fuel Economy:** In FY25, DCAS is reporting on 5,697 light duty vehicles and achieved a fuel economy of 39.63 MPG, the highest yet in Local Law 75 reporting. Light duty miles reported was 32.66 million.



- Medium Duty Diesel Fuel Economy Stayed Steady through Renewable Diesel Implementation:** In 2024 and 2025, DCAS [implemented](#) the largest renewable diesel program on the east coast of the United States. In FY25, this report includes 1,108 medium duty diesel units travelling 5.45 million miles.

The fuel economy for these units, which fully used renewable diesel, was steady with previous years. For example, the fuel economy achieved in FY25, during the first full year of renewable diesel, was 11.31 MPG. This was greater than the FY24 MPG of 10.78 MPG and also greater than in FY21, prior to renewable diesel use. DCAS will continue to monitor this issue. At this point, there is no evidence of reduced fuel energy and fuel economy from the use of renewable diesel.

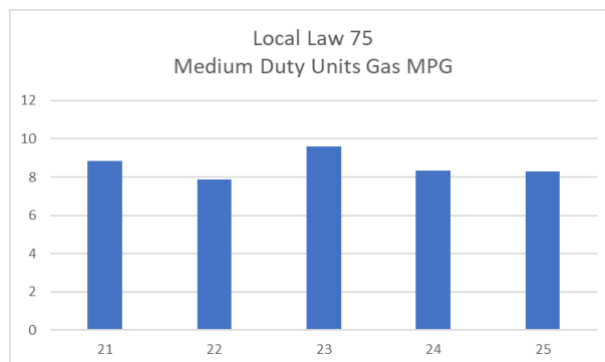
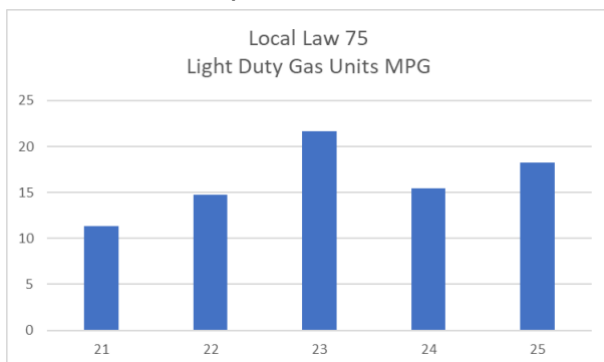


Many of the medium duty units tracked are pickup trucks used in emergency snow plowing. Plowing use does impact actual fuel economy.

- Fuel Economy Remains Steady for Gasoline Fleet Units:** Through the NYC Clean Fleet [Plan](#), DCAS prioritizes implementation of electric and then hybrid electric fleet units. However, there are still gasoline units in the fleet and operations that cannot yet be transitioned to electric.

The FY25 report tracks 698 light duty gasoline units, travelling 3.82 million miles, and 1,081 medium duty gasoline units travelling 5.36 million miles.

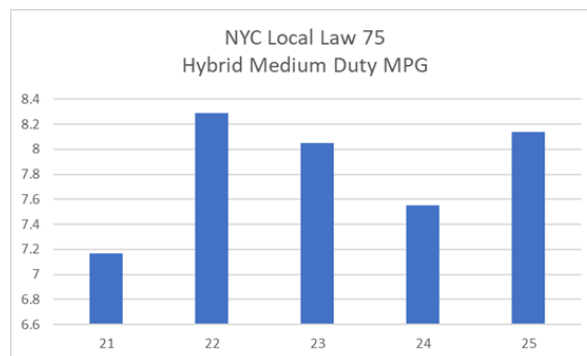
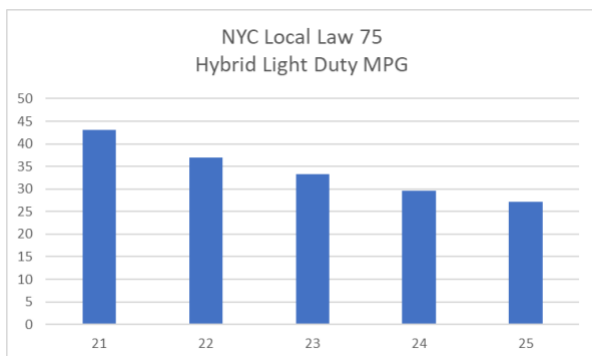
In general, the fuel economy is steady for these units. For FY25 light duty gas units, fuel economy improved over FY24 but was less than FY23. For medium duty units, FY25 and FY24 were comparable.



- Hybrid Fuel Economy Trends Down for Light Duty as These Are Replaced with Electric:** DCAS continues to see a trend of light duty hybrid fuel economy decreasing. However, this does not reflect less efficiency for hybrid units in general. It does reflect a change in the mix of vehicles tracked as light duty units are converted to electric.

The change was mostly driven by the reduction of 115 Toyota Prius units, from 875 units tracked in FY24 to 760 in FY25. The Prius was the most fuel efficient of all the light duty models and the largest single component of the light duty hybrid fleet in this report. These Priuses were converted to electric.

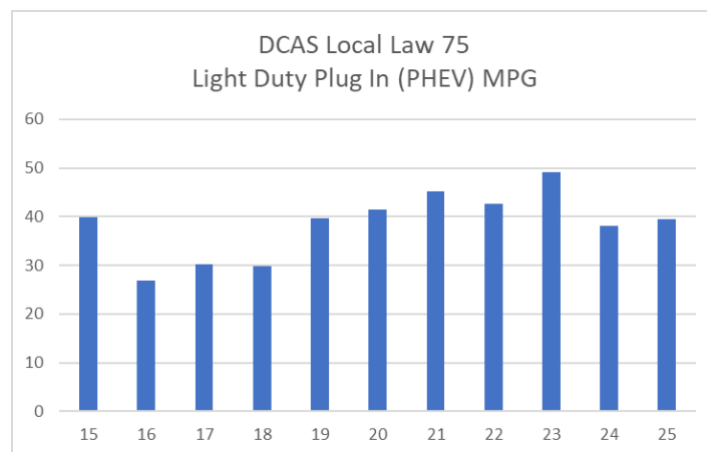
For hybrid medium duty units, there are no clear trends for fuel economy. DCAS no longer procures hybrid medium duty units, most of which are no longer sold in the vehicle marketplace.



- **Plug-in Hybrids Require Extensive Monitoring of Charging Habits to Ensure Fuel Economy Benefits:** In recent years, DCAS has targeted 80 percent of expense funded vehicles, excluding NYPD, to be fully BEV. BEVs are the most guaranteed investments to achieve fuel economy benefits and reduced maintenance costs.

However, there are applications, such as the New York City Department of Sanitation snow supervisor vehicles, which require plug-in hybrid vehicles (PHEVs). PHEVs can be charged up on a daily basis but have gas tanks for use during emergency situations, extended tours, long trips, and related operational needs.

In a large fleet operation, charging of PHEVs must be managed to ensure maximum use of the electric battery. While FY25 showed a slight improvement from FY24, both years represent declines in fuel economy for PHEVs from the previous five years. DCAS has launched an effort with the agencies to better monitor charging habits for these vehicles.



DCAS will use these results to further inform our vehicle procurement and fleet sustainability efforts.

Use-Based Fuel Economy Report for FY24 and FY25

Local Law Report

2024 (Revised)	
Agency	Count of Units
DCAS	2,337
DEP	1,281
DHMH	196
DOCN	412
DOT	1,405
Parks	1,490
DSNY	939
Total	8,060

2025	
Agency	Count of Units
DCAS	2,301
DEP	1,440
DHMH	216
DOCN	422
DOT	1,511
Parks	1,391
DSNY	1,053
Total	8,334

2024 (Revised)				
Subgroup	Count of Units	Total Miles	Total Gallons	MPG
Light	5,326	31,899,593	886,031	36.00
Medium	2,734	12,775,806	1,276,444	10.01
Total	8,060	44,675,399	2,162,475	20.66

2025				
Subgroup	Count of Units	Total Miles	Total Gallons	MPG
Light	5,697	32,655,100	824,056	39.63
Medium	2,637	13,111,440	1,252,460	10.47
Total	8,334	45,766,539	2,076,516	22.04

2024 (Revised)				
	Count of Units	Total Miles	Total Gallons	MPG
Light	5,326	31,899,593	886,031	36.00
Plug-in	1,435	9,672,474	254,353	38.03
Hybrid	1,789	10,459,689	354,239	29.53
Gas	678	4,105,715	265,448	15.47
All Electric	1,398	7,432,327	-	-
Diesel/Bio	26	229,387	11,991	19.13

2025				
	Count of Units	Total Miles	Total Gallons	MPG
Light	5,697	32,655,100	824,056	39.63
Plug-in	1,496	9,650,155	243,944	39.56
Hybrid	1,609	9,735,844	358,351	27.17
Gas	698	3,816,929	209,180	18.25
All Electric	1,864	9,199,874	-	-
Diesel/Bio	30	252,297	12,581	20.05

2024 (Revised)				
	Count of Units	Total Miles	Total Gallons	MPG
Medium	2,734	12,775,806	1,276,444	10.01
Hybrid	148	1,006,196	133,240	7.55
Diesel/Bio	1,142	5,063,813	469,784	10.78
Gas	1,203	5,583,984	673,420	8.29
All Electric	241	1,121,815	-	-

2025				
	Count of Units	Total Miles	Total Gallons	MPG
Medium	2,637	13,111,440	1,252,460	10.47
Hybrid	156	1,030,089	126,603	8.14
Diesel/Bio	1,108	5,454,281	482,422	11.31
Gas	1,081	5,356,972	643,435	8.33
All Electric	292	1,270,098	-	-

DCAS