



For Immediate Release

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**FACING THREATS FROM WASHINGTON, NEW YORK CITY PROVES
CORPORATE AVERAGE FUEL ECONOMY STANDARDS WORK**

Department of Citywide Administrative Services submits comments to EPA protesting roll-back of standards, citing NYC's record 83.7 MPG average for newly purchased City vehicles in FY17 as proof of success

NEW YORK – New York City submitted comments to the Environmental Protection Agency (EPA) today, protesting any roll-back of the Corporate Average Fuel Economy (CAFE) standards of 54.5 MPG by 2025. Disproving the EPA's theory that these goals may be too ambitious or not achievable, NYC achieved a record 83.7 miles per gallon (MPG) on average for newly purchased light and medium duty units in Fiscal Year 2017, outpacing last year's previous record of 55 MPG.

In 2005, led by then Council Member Bill de Blasio, the New York City Council passed Local Law 38, which requires the City fleet to report annually its CAFE equivalent each year for new light and medium duty fleet units and to purchase fuel efficient new vehicles. The fleet started in FY05 at 31 MPG on average and has now nearly tripled the fuel economy of its new vehicles. NYC has found this type of regulation leads to better, cheaper, more reliable, and more fuel efficient vehicles. In just the last four years, New York City demonstrated a 28 percent improvement in actual fuel economy, with a savings of more than \$600 dollars per vehicle.

"NYC has shown that ambitious CAFE standards work. For Washington to rollback these standards shows a disregard for what cities can and should achieve to help combat climate change," said **Mayor Bill de Blasio**. "We all have a responsibility to do our part. Washington should be looking to increase the standards, not do away with them. "

"In 2016, NYC matched the 2025 federal CAFE goal of 54.5 miles per gallon for its City fleet," said **Department of Citywide Administrative Services Commissioner Lisette Camilo**. "In 2017 we did even better thanks to our investment in hybrid and electric vehicles. We've shown the current CAFE Goals are achievable. The United States must keep moving forward not backward in sustainable transport."

“Since 2005, NYC Fleet has reported its CAFE achievements publicly and invested in more fuel-efficient vehicles,” said **NYC Chief Fleet Officer Keith Kerman**. “Our hybrid, electric, and more efficient gas vehicles have succeeded on all fronts – costing less to fuel and maintain, releasing fewer emissions, and reliably enabling our public servants to improve the safety and upkeep of the City.”

NYC operates the largest municipal fleet in North America with over 30,000 vehicles. Through Mayor de Blasio’s NYC Clean Fleet sustainability efforts, this fleet is also one of the largest alternative fuel fleets in the world, with 1,030 on-road electric vehicles, 5,700 hybrid vehicles, and over 17,000 units that use alternative fuels, including biodiesel, natural gas, electric and solar.

Council Member Costa Constantinides, Chair of the Council’s Environmental Protection Committee, said, “Our nation must move forward in our fuel efficiency standards. Fuel efficient vehicles and corporate standards that encourage fuel economy help decrease emissions. We have a proven track record for these standards in New York and we encourage the EPA to keep standards like these stringent so that our nation can do our part in combatting climate change.”

"Washington's backwards rhetoric on climate change and environmental protection will not set the standard for New York City," said **Council Member Ydanis Rodriguez, Chair of the Council Committee on Transportation**. "As a city, we must continue and strengthen our commitment to cleaner and more fuel efficient vehicles. NYC Fleet is a great place to start and expand."

“CALSTART is working closely with auto manufacturers, suppliers, businesses and communities to advance the penetration of high-efficiency, clean vehicles,” said **Alycia Gilde, CALSTART’s Northeast Regional Director**. “CAFÉ Standards not only drive innovation to meet higher fuel economy and greenhouse gas goals, but are critical to long-term business plans and investments. The world’s largest city fleets, such as the City of New York DCAS, are proving clearly that these standards can be met and surpassed.”

"Since the inception of EPA's CAFE Standards in 1975, there have been positive impacts to reducing the nation's vehicle-born emissions by millions of metric tons and billions of gallons of fuel. EPA's proposal to rollback these fuel economy standards for model year 2022-2025 will not only reverse the progress that has been made to improving air quality for States, but will also disrupt the momentum seen by auto-manufacturer's advancement and improvement in technologies that move towards low-emitting vehicles. We commend the work that NYC Fleet has achieved, proving that EPA's goal of 54.5 mpg can be achieved and surpassed. NYC Fleet is one of the many Empire Clean Cities stakeholders committed to improving air quality and investing in better technology. We stand with NYC in protesting any roll-back of EPA's CAFE standards". **Christina Ficicchia, Executive Director, Empire Clean Cities**.

About DCAS:

The [Department of Citywide Administrative Services](#) (DCAS) ensures that all City agencies have the critical resources and support needed to provide the best possible services to the public. We do this in part, through working with City agencies with needs in recruiting, hiring and training; providing facilities management for 55 public buildings; purchasing, selling and leasing city property; purchasing over \$1 billion in supplies and equipment annually; and implementing conservation programs throughout City facilities. Follow us on [Twitter](#), [Instagram](#) and [Facebook](#).

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Public comments as submitted to the Environmental Protection Agency (EPA)

New York City's Supports Current Federal Corporate Average Fuel Economy Standard (CAFE) Goals and Proves They Are Achievable.

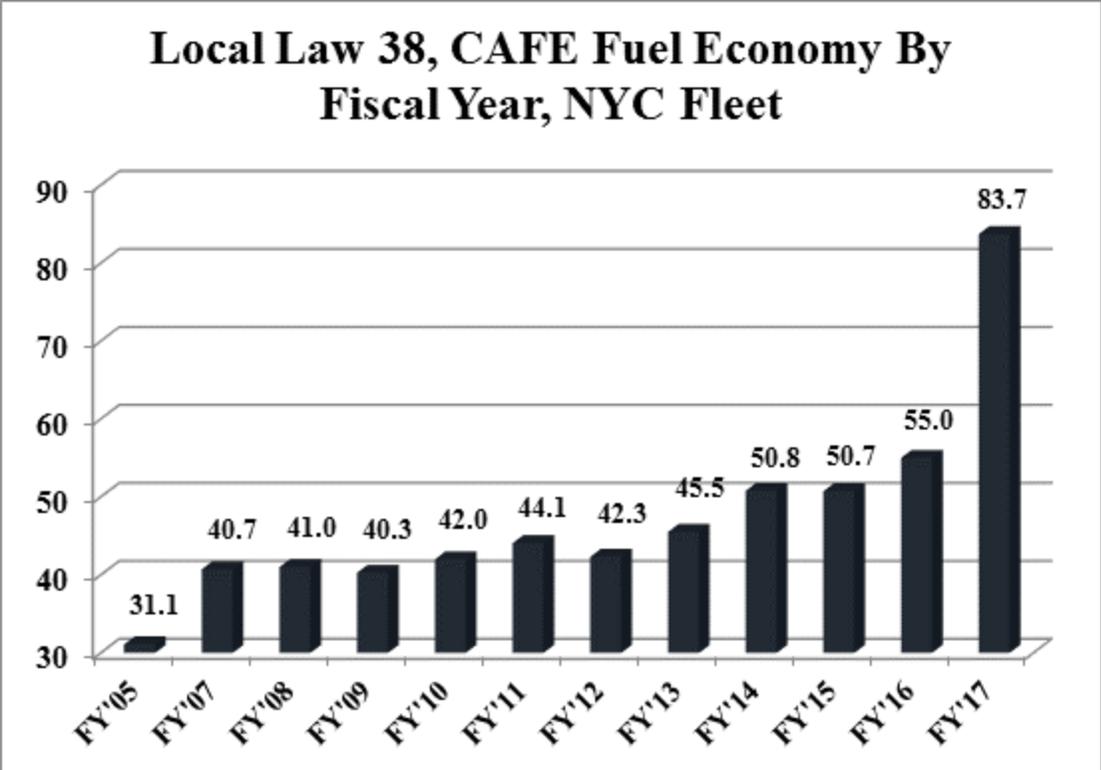
NYC supports the current CAFE national goal of 54.5 MPG by 2025. Transportation constitutes 24% percent of total greenhouse gasses in NYC and these rules are essential to protect against further climate change and improve the air we all breathe.

These goals are also common-sense, helping spur the development of more cost and energy efficient vehicles that will save people money and reduce time at the repair garage.

One of the assertions behind the EPA's decision to re-assess these goals is the claim that the goals are too ambitious or not achievable. NYC has shown that the opposite is true and that this type of regulation leads to better, cheaper, more reliable, and more fuel efficient vehicles.

In 2005, NYC passed Local Law 38. This law requires NYC to procure the most fuel efficient light and medium duty vehicles for its City fleet, excluding police cars, and to report a City fleet equivalent of the CAFE rates in the Mayor's Management Report (MMR). NYC operates 30,000 vehicles, the largest municipal fleet in the United States and one of the larger fleets of any type in North America. The law impacts sedans, SUVs, mini-vans, and small pickups and vans, which are the majority of vehicles used privately and publicly in the United States. Local Law 38 was updated with higher efficiency targets in 2013 through Local law 76.

NYC's fleet has more than achieved these goals. In Fiscal Year (FY) 2005, the average list fuel economy for our new light and medium duty vehicles was 31.1 MPG. In FY16, we achieved 55 MPG, matching the 2025 federal goal nearly a decade early. In FY17, thanks to our investment in plug in and all electric sedans, we achieved 83.7 MPG. NYC has introduced a vastly more fuel efficient fleet and is using them in the widest variety of services and applications from inspection, construction management, emergency response, program management, event management, and more.



NYC was one of the first fleets to adopt hybrid and alternative fuel vehicles. ***In 2001, NYC had one hybrid model vehicle available to us. Today in 2017, we operate over 6,700 on-road alternative fuel vehicles using 33 separate alternative fuel vehicle models.*** Of these, 1,030 fleet units are plug in electric vehicles with more being put in service each year.

With over 15 years of fleet experience with hybrids and alternative fuel vehicles, NYC also has a long view on their durability, maintenance, and resale potential. Our hybrids vehicles are more fuel efficient and require less maintenance than comparable gas equivalents. The hybrid units are also more resilient, especially on very hot days when hybrids are less likely to overheat thanks to idling on the electric battery and not using a gas engine. Our hybrids also do much better on auction and resale than gas only versions.

As per the Department of Energy (link 8/24/17 <http://www.fueleconomy.gov/feg/atv.shtml>) only 14 to 30% of fuel burned goes to propel a conventional gas vehicle forward. More efficient vehicles like hybrids and electric vehicles are common sense approaches to these inefficient engines and would be worth the investment and regulation for no other reason than to reduce needless waste.

Improving vehicle fuel efficiency is also critical to address the threat of dangerous climate change, improve air quality, lessen cases of asthma, and reduce dependence on foreign fuel. There are a world of reasons to maintain the proven and established progress in this area and no good reasons to turn back.

Commissioner Lisette Camilo
 NYC Department of Citywide Administrative Services